Final

GOLD BOND GYPSUM WALLBOARD MANUFACTURING FACILITY DEMOLITION PROJECT

Initial Study/Mitigated Negative Declaration

Port of Long Beach
Harbor Development Permit Application No. 23-019

Final

GOLD BOND GYPSUM WALLBOARD MANUFACTURING FACILITY DEMOLITION PROJECT

Initial Study/Mitigated Negative Declaration

Port of Long Beach
Harbor Development Permit Application No. 23-019

Prepared for
Port of Long Beach
415 W. Ocean Boulevard
Long Beach, California 90802

December 2025

633 West 5th Street
Suite 830
Los Angeles, CA 90071
213.599.4300
esassoc.com

Bend
Irvine
Los Angeles
Mobile
Oakland
Orlando
Palm Beach County
Pasadena
Pensacola
Petaluma
Portland
Rancho Cucamonga
Sacramento
San Diego
San Diego
San Francisco
San Jose
Sarasota
Seattle
Tampa
Thousand Oaks

CONTENTS

Page

Acronym List ..... **iii**

Preface **P-1**

Section 1. Introduction **1-1**
1.1 Proposed Project Overview 1-1
1.2 Environmental Analysis 1-1
1.2.1 CEQA Process 1-1
1.2.2 CEQA Lead Agency 1-2
1.2.3 Initial Study 1-2

Section 2. Project Description **2-1**
2.1 Project Title 2-1
2.2 Lead Agency Name and Address 2-1
2.3 Lead Agency Contact 2-1
2.4 Project Location 2-1
2.5 Project Applicant 2-1
2.6 General Plan Designation 2-4
2.7 Zoning 2-4
2.8 Surrounding Land Uses and Setting 2-4
2.9 Project Overview 2-5
2.9.1 Demolition Activities Schedule and Equipment 2-8
2.10 Other Permits and Approvals 2-8
2.11 Tribal Consultation 2-10
2.12 References 2-10

Section 3. Environmental Determination **3-1**
3.1 Environmental Factors Potentially Affected 3-1
3.2 Environmental Determination 3-1

Section 4. Environmental Setting and Impacts **4-1**
I. Aesthetics 4-1
II. Agriculture and Forestry Resources 4-5
III. Air Quality 4-8
IV. Biological Resources 4-20
V. Cultural Resources 4-25
VI. Energy 4-30
VII. Geology and Soils 4-33
VIII. Greenhouse Gas Emissions 4-40
IX. Hazards and Hazardous Materials 4-47
X. Hydrology and Water Quality 4-57
XI. Land Use and Planning 4-64
XII. Mineral Resources 4-66
XIII. Noise 4-68
XIV. Population and Housing 4-74
XV. Public Services 4-76

XVI. Recreation 4-78
XVII. Transportation 4-80
XVIII. Tribal Cultural Resources 4-83
XIX. Utilities and Service Systems 4-87
XX. Wildfire 4-90
XXI. Mandatory Findings of Significance 4-92

Section 5. Mitigation Monitoring and Reporting Program 5-1
5.1 Introduction 5-1
5.2 CEQA Guidelines 5-1
5.3 MMRP Approach 5-2

Section 6. List of Preparers 6-1
6.1 Lead Agency 6-1
6.2 Project Management, Document Preparation, and Production 6-2
6.3 Project Review and Quality Control Services 6-2

Section 7. Responses to Comments 7-1

Figures

Figure 1 Regional Vicinity Map 2-2
Figure 2 Project Location Map 2-3
Figure 3 Demolition Plan with Building Details 2-7

Tables

Table 1 Improvements To Be Demolished and Removed 2-6
Table 2 Demolition Activity Phases and Personnel Schedule 2-8
Table 3 Demolition Equipment Types and Schedule 2-9
Table 4 South Coast Air Basin Attainment Status (Los Angeles County) 4-9
Table 5 Estimated Maximum Unmitigated Regional Demolition Emissions - SCAQMD (pounds per day) 4-13
Table 6 Estimated Maximum Unmitigated Project On-Road Motor Vehicle Emissions By Air District (Pounds Per Day and/or tons per year)[a] 4-14
Table 7 Estimated Maximum Unmitigated Localized Demolition Emissions (pounds per day) 4-16
Table 8 Project Demolition GHG Emissions 4-42
Table 9 Applicable GHG Emissions Reduction Strategies 4-43
Table 10 City of Long Beach Allowable Noise Exposure from Transportation Sources 4-69
Table 11 City of Long Beach Exterior Noise Limits 4-71
Table 12 Related and Cumulative Projects 4-96
Table 13 Mitigation Monitoring and Reporting Program 5-3
Table 14 Written Comments Received on the Draft IS/MND Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project 7-2

Appendices

A. Native American Consultation
B. Air Quality and Greenhouse Gas Assumptions and Emissions Calculations
C. Phase I Environmental Site Assessment
D. Cultural Resources Assessment Report
E. Energy Calculations
F. Natural History Museum of Los Angeles County Records Search Request

Acronym List

Acronym	Definition
2018 Biosurvey	2018 Biological Survey of the Los Angeles and Long Beach Harbors Final Report
AB	Assembly Bill
AB 52	Assembly Bill 52
ACM	asbestos-containing materials
Air Basin	South Coast Air Bain
AltaSea	City Dock No. 1 Marine Research Project
APN	Assessor Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
AST	aboveground storage tank
AVAQMD	Antelope Valley Air Quality Management District
Basin Plan	Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties
BERD	Build Environment Resource Directory
bgs	below ground surface
BMPs	best management practices
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Services
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CC	Community Commercial
CCA	California Coastal Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDPR	California Department of Parks and Recreation
CEQA	California Environmental Quality Act
CH_4	methane
CHHSL	California Human Health Screening Level
CHRIS	California Historical Resources Information System
CNEL	Community Noise Equivalent Level
CO	carbon monoxide

Acronym	Definition
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
COLB	City of Long Beach
cREC	controlled recognized environmental conditions
dB	decibel(s)
dBA	A-weighted decibels
DOC	California Department of Conservation
DPM	diesel particulate matter
DT	Downtown
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
ECOS	Environmental Conservation Online System
EIR	environmental impact report
EKAPCD	Eastern Kern County Air Pollution Control District
EMFAC	Emission Factor Modeling Software
EPA or USEPA	U.S. Environmental Protection Agency
EQ Zapp	California Earthquake Hazards Zone Application tool
ESHA	Environmentally Sensitive Habitat Area
FEMA	Federal Emergency Management Agency
FSEIR	final supplemental EIR
FTA	Federal Transit Administration
GBUAPCD	Great Basin Unified Air Pollution Control District
GHGs	greenhouse gas emissions
GWP	global warming potential
HAPC	Habitat Area of Particular Concern
HDP	Harbor Development Permit
HFRA	High Fire Risk Area
HMTA	Hazardous Materials Transportation Act
I-	Interstate
IP	Port-Related Industrial
IS	initial study
IS/MND	initial study/mitigated negative declaration
Kizh Nation	Gabrieleño Band of Mission Indians – Kizh Nation
LACM	Natural History Museum of Los Angeles County
LARWQCB	Los Angeles Regional Water Quality Control Board
LBFD	Long Beach Fire Department
LBMC	Long Beach Municipal Code
LBP	lead-based paint
LBPD	Long Beach Police Department
LBUSD	Long Beach Unified School District

Acronym	Definition
LCI	Land Use and Climate Innovation
L_{dn}	day-night average sound level
L_{eq}	equivalent continuous sound pressure level
MBTA	Migratory Bird Treaty Act
MDAQMD	Mojave Desert Air Quality Management District
MGP	manufactured gas plant
MMRP	Mitigation Monitoring and Reporting Program
MND	mitigated negative declaration
MOTEMS	Marine Oil Terminal Engineering and Maintenance Standards
MRF-L	Multi-Family Residential-Low
MRF-M	Multi-Family Residential-Moderate
$MTCO_2e$	metric ton of CO_2e
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NC-L	Center or Corridor-Low
NC-M	Center or Corridor-Medium
NDEP	Nevada Division of Environmental Protection
NF_3	nitrogen trifluoride
NFHL	National Flood Hazard Layer
NI	Neo-Industrial
NID	National Inventory of Dams
NOP	notice of preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
OS	Open Space
OSHA	Occupational Safety and Health Administration
Pb	lead
PCBs	polychlorinated biphenyls
PCP	pentachlorophenol
PDI	Petro-Diamond, Inc.
PFCs	perfluorocarbons
PM10	particulate matter with diameters of 10 microns or less
PM2.5	particulate matter with diameters of 2.5 microns or less
PMP	Port Master Plan
POLA	Port of Los Angeles
POLB	Port of Long Beach
ppm	parts per million
PRC	Public Resources Code

Acronym	Definition
Qoa	older alluvium
Qol	estuarine deposits
Qyf	young fans
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RSF	Regional Serving Facility
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coast Information Center
SCE	Southern California Edison Company
SEA	Significant Ecological Area
SF_6	sulfur hexafluoride
SHSP	Site-Specific Health and Safety Plan
SJVACPD	San Joaquin Valley Air Pollution Control District
SLF	Sacred Lands File
SMP	Site Management Plan
SO_2	sulfur dioxide
SO_X	sulfur oxides
SR	State Route
SR-1	Pacific Coast Highway
SRA	source receptor area
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TCR	tribal cultural resource
TLS	Toyota Logistics Services
TOD-L	Transit-Oriented Development-Low
TOD-M	Transit-Oriented Development-Moderate
TPH	total petroleum hydrocarbon
USACE	U.S. Army Corps of Engineers
USEPA or EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
VCAPCD	Ventura County Air Pollution Control District
VMT	vehicle miles traveled
VOC	volatile organic compounds
WF	Waterfront
WRD	Water Replenishment District of Southern California
ZEV	zero-emission vehicle
Zone X	Area of Minimal Food Hazard

PREFACE

Introduction to the Final Initial Study/ Mitigated Negative Declaration

The City of Long Beach Harbor Department, acting by and through its Board of Harbor Commissioners (POLB or Port), as the lead agency pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code Section 21000, *et seq.)* and the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, *et seq*.) prepared a Draft Initial Study (IS)/Mitigated Negative Declaration (MND) for the proposed Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project (Project). The Port will consider the information in the environmental analysis and determine whether to approve the proposed Project and issue the Harbor Development Permit required to implement the proposed Project.

The Draft IS/MND concludes that, although the proposed Project could have a significant effect on the environment, the potentially significant effects could be reduced to less-than-significant levels through the incorporation of mitigation measures.

The Draft IS/MND was circulated for a 30-day public review and comment period from September 24, 2025 through October 24, 2025. The public review period, during which interested agencies, organizations, and members of the public were invited to submit written comments, was noticed and conducted in compliance with California Public Resources Code Section 21091 and 21092, State CEQA Guidelines Section 15072, 15073, and 15105, and the certified Port Master Plan. During the 30-day public review and comment period, comments were received from one (1) local government agency, three (3) state government agencies, one (1) regional government agency, and three (3) individuals. Although not required by CEQA, responses have been prepared to all comments received during the Draft IS/MND comment period. Comments received and the Port's responses to comments are incorporated into Section 7 of this Final IS/MND for consideration by the Port prior to making a final decision on the Project.

Contents of the Final IS/MND

This Final IS/MND was prepared in accordance with the CEQA Guidelines, which outlines all aspects of the preparation of a Draft IS/MND and its review. Section 7 of this Final IS/MND incorporates comments received during the public review period and contains responses from the Port, as the lead agency, to those comments.

In addition, minor technical changes and/or additions are incorporated into the Final IS/MND to clarify information presented in the Draft IS/MND. The changes and/or additions to the Draft IS/MND do not raise new, important issues related to the potential significant impacts to the environment associated with the proposed Project. Changes compared to the Draft IS/MND are

presented in the Final IS/MND shown as replacements, additions, or revisions to existing text. Revisions to existing texts are shown by strikeout text (i.e., ~~strikeout~~) where text is removed, and by underlined text (i.e., underline) where text is added to provide clarification.

This Final IS/MND is an informational document.

This Final IS/MND incorporates:

- Minor clarifications and edits to the Draft IS/MND shown in ~~strikeout~~/underline text.
- Minor editorial revisions to Sections including:
  - Addition of Preface and Section 7, Responses to Comments, to the Table of Contents.
  - Addition of Section 7, Responses to Comments, to the list of Initial Study components in Section 1.2.3.
- Addition of Section 7, Responses to Comments, which includes all written comments received on the Draft IS/MND, including prepared responses to each comment received.

SECTION 1
Introduction

1.1 Proposed Project Overview

Gold Bond Building Products, LLC, (Gold Bond, Applicant, Lessee) submitted an application to the Port of Long Beach (POLB or Port) for a Harbor Development Permit (HDP) on April 12, 2023, proposing to demolish and remove improvements at the existing Gypsum Wallboard Manufacturing Facility (Facility) located on POLB-owned property at 1850 Pier B Street, Long Beach, CA 90813 in the Long Beach Harbor District (Project).

The proposed Project would demolish and remove all improvements on the premises constructed, erected, installed, used, operated, maintained, repaired and/or renewed by the Lessee. The improvements consist of the warehouse, rock storage building (gypsum dome), mill building, plaster mill, tape joint system building, board plant, office building and basement, ship unloading hopper and associated supporting footing on wharf, overhead rock conveyor system and associated supporting footings from the wharf to the gypsum dome, reclaim conveyor system to rock conveyor system, two (2) rock conveyor systems from the gypsum dome to the mill building and associated footings, two (2) suspected underground storage tanks (USTs), underground utilities, interior access roads, parking areas, and electrical distribution and components owned by Gold Bond. The existing electrical distribution panel and its foundation and appurtenances owned by Southern California Edison Company (SCE), as well as the existing rail spur and fencing at the site would remain in-place. There is no proposed in-water demolition work, development, improvements, operations, or new land uses for the site following demolition of the facility.

1.2 Environmental Analysis

1.2.1 CEQA Process

This Initial Study and Mitigated Negative Declaration (collectively, IS/MND) has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 *et seq.*, the amended State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 *et seq.*). The purpose of the IS/MND is to inform the decision-makers, responsible agencies, and the public of the proposed Project, the existing environment that would be affected by the proposed Project, the environmental effects that would occur if the proposed Project is approved, and proposed mitigation measures that would avoid or reduce environmental effects to the extent feasible. The IS/MND is prepared in accordance with CEQA and is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions for the proposed Project. The resulting documentation is not a policy document and its

approval and/or adoption neither presumes nor mandates any actions on the part of other agencies from whom permits and other discretionary approvals would be required for the proposed Project.

Under CEQA, if the Lead Agency finds "there is no substantial evidence in light of the whole record before the Lead Agency" that the proposed Project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall prepare and adopt a Negative Declaration (or MND) for that Project. (Section 21080(c), Public Resources Code [PRC]). If there is substantial evidence that potentially significant impacts would occur as a result of implementation of the Project, the Lead Agency shall prepare an Environmental Impact Report (EIR). (Section 21080(d), PRC). The Lead Agency is responsible for determining whether a Negative Declaration (or MND), or an EIR is required. (Section 21080.1, PRC).

The Initial Study identified potentially significant impacts associated with the proposed Project to biological resources, cultural resources, hazards/hazardous materials, and Tribal Cultural Resources. However, mitigation measures required for the proposed Project would avoid and/or mitigate the effects to less-than-significant levels. With the implementation of mitigation measures, there is no substantial evidence in light of the whole record before the Lead Agency that supports a fair argument that the proposed Project may have a significant effect on the environment. Therefore, this IS/MND was prepared and an EIR is not required.

1.2.2 CEQA Lead Agency

The City of Long Beach (COLB), acting by and through its Board of Harbor Commissioners, the POLB, is the lead agency for review of the proposed Project pursuant to CEQA.

1.2.3 Initial Study

The IS/MND evaluates the potential effects of the proposed Project on the environment based on information provided in Gold Bond's Harbor Development Permit Application 23-019 submitted to the POLB on April 12, 2023, POLB data requests, and additional research.

Based on the Environmental Checklist in Appendix G of the State CEQA Guidelines, the following environmental resource areas are evaluated in the IS/MND based on the proposed Project's potential direct and indirect effects on the environment:

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

The IS/MND is organized into the following sections:

- **Section 1: Introduction**. Provides an introduction and overview describing the proposed project and the CEQA process and identifies key areas of environmental concern to be analyzed.
- **Section 2: Project Description**. Provides an in-depth description of the proposed project, including construction details and methods.
- **Section 3: Environmental Determination**. Presents the results of the analysis completed in Section 4.
- **Section 4: Environmental Analysis**. Provides an analysis of the proposed project's potential environmental impacts.
- **Section 5**: **Mitigation Monitoring and Reporting Program**. Provides a list of Project Mitigation Measures and responsibilities for their implementation.
- **Section 6**: **List of Preparers**. Provides a list of the people with key input into this proposed Project.
- **Section 7: Responses to Comments.** Provides responses to the comments received during the 30-day public review and comment period.

This page intentionally left blank

SECTION 2
Project Description

2.1 Project Title

Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project

2.2 Lead Agency Name and Address

Port of Long Beach
City of Long Beach Harbor Department
Environmental Planning Division
415 W. Ocean Blvd.
Long Beach, CA 90802

2.3 Lead Agency Contact

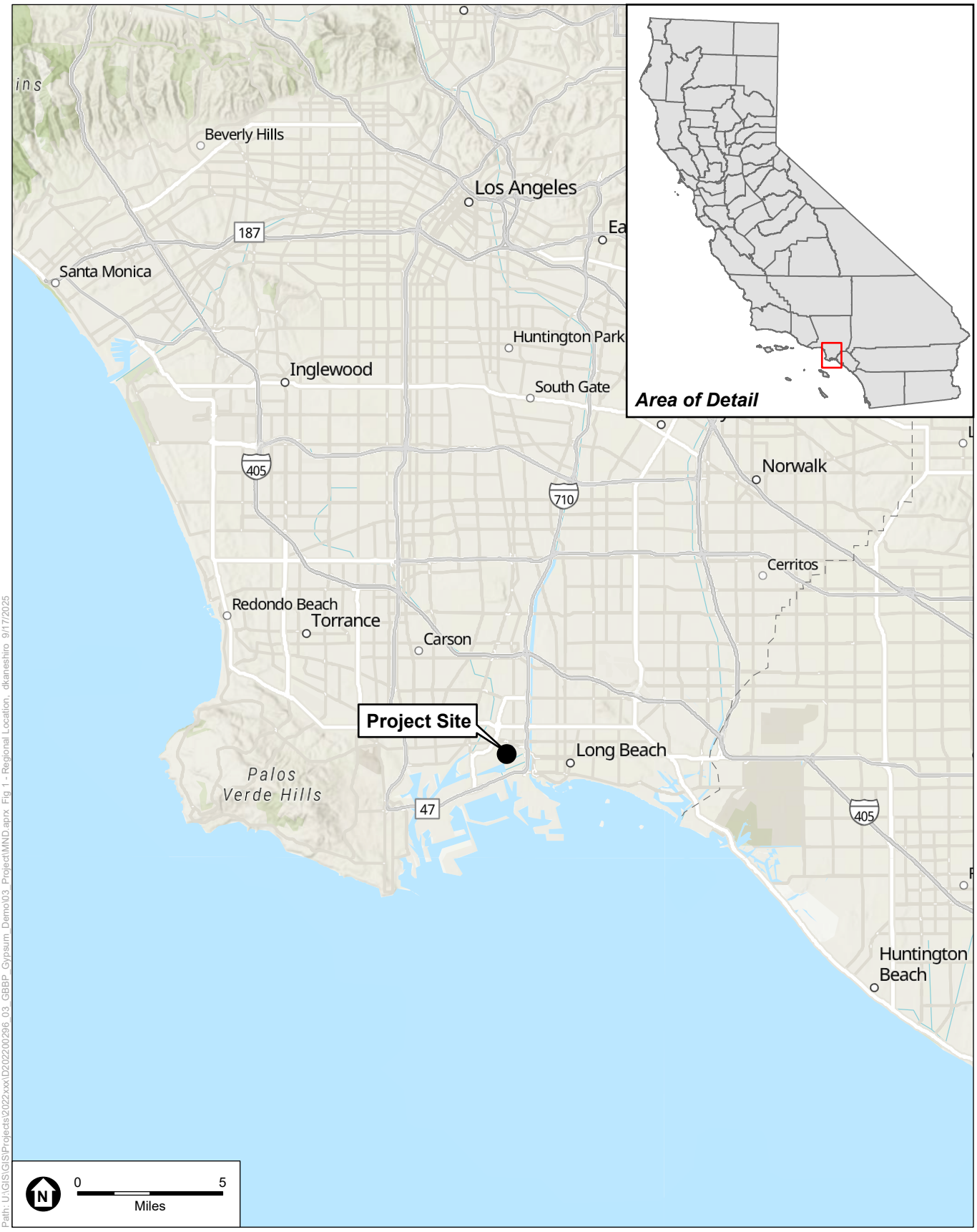
Jennifer Blanchard, Environmental Specialist
Environmental Planning Division
Telephone: (562) 283-7100
Email: jennifer.blanchard@polb.com

2.4 Project Location

The Project site is located at 1850 Pier B Street, Long Beach, CA 90813 (see **Figure 1**, *Regional Vicinity Map*). The Gold Bond Gypsum Wallboard Facility is situated on Assessor's Parcel Number (APN) parcel 7436-033-902 occupying approximately 17 acres of the total APN area, which the Project Applicant leases from the Port of Long Beach (POLB or Port). Specifically, the Project site is located south of Pier B Street, west of Edison Avenue, and north of the Inner Harbor (**Figure 2**, *Project Location Map*). The entire Project site is located within the Long Beach Harbor District.

2.5 Project Applicant

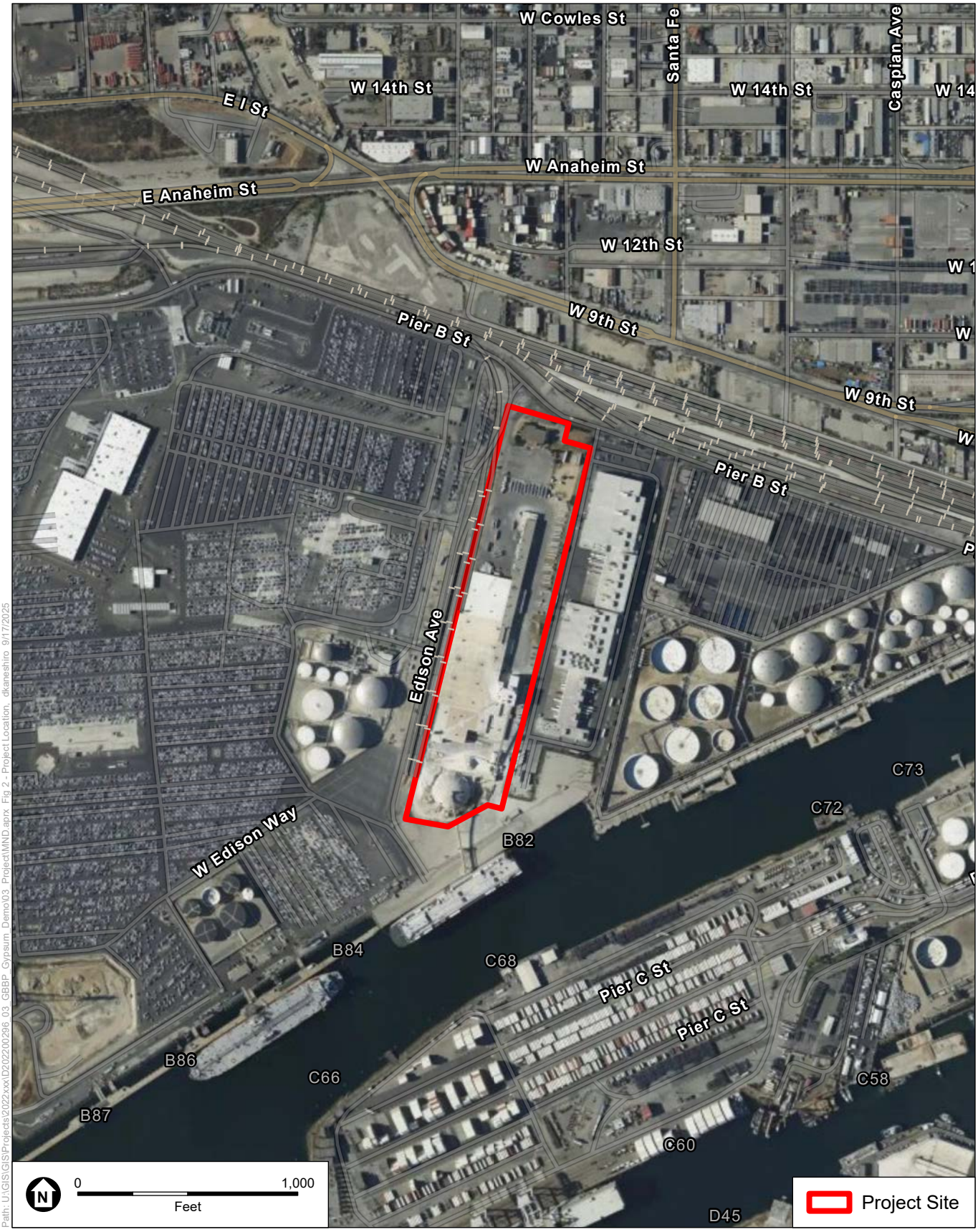
Gold Bond Building Products, LLC
2001 Rexford Road
Charlotte, NC 28211
Telephone (704) 365-7516



SOURCE: ESA, 2025

Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project

Figure 1
Regional Vicinity Map



SOURCE: ESA, 2024

Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project

Figure 2
Project Location Map

2.6 General Plan Designation

The Gold Bond Gypsum Wallboard Facility is located at 1850 Pier B Street, Long Beach, CA 90813 in the POLB. The POLB is a designated Regional Serving Facility placetype in the City of Long Beach (COLB) General Plan and shown on Map LU-17 of the General Plan Land Use Map (COLB, 2019).

2.7 Zoning

Gold Bond leases the Project site on Pier B within the Northeast Harbor Planning District (District 2) of the Long Beach Harbor District for the manufacture of gypsum products and other building and construction materials. Gold Bond's bulk gypsum was primarily transported by vessels to Berth B83 adjacent to the premise. The Gold Bond Gypsum Wallboard Facility is consistent with the Port's Port Master Plan (PMP) use designation of "primary port facility", due to its dependency on access to water frontage for industrial operations for the shipment of goods and raw materials, including bulk gypsum (POLB, 1990).

Pursuant to COLB Zoning, the Gold Bond Gypsum Wallboard Facility is located in the COLB-designated Port-Related Industrial (IP) Zoning District, which is characterized predominantly by maritime industry and marine resources. (COLB, 2023).

2.8 Surrounding Land Uses and Setting

The Project site is located south of Pier B Street, east of Edison Avenue, and north of the Inner Harbor. To the west of the Project site is Petro-Diamond Terminal Company and Toyota Logistics Services; to the immediate east of the site is the Baker Cold Storage site (operated by Lineage Logistics.) To the south is the Inner Harbor and the north is the Pier B rail yard. The area surrounding the Project site consists of a mix of oil and gas industrial uses, cold storage and car storage facilities.

Regional access to the Project site is provided by State Route (SR) 103 Terminal Island Freeway (SR-103), with connections to SR-47 and Pacific Coast Highway (SR-1), and Interstate 710 (I-710). Local access to the Project site is provided from Pier B Street, Anaheim Way and E. Anaheim Street to the north and Pier B Street, Pico Avenue and W. Ocean Boulevard to the southwest.

The Project site currently consists of the warehouse, rock storage building (gypsum dome), mill building, plaster mill, tape joint system building, board plant, office building and basement, ship unloading hopper and associated supporting footing on wharf, overhead rock conveyor system, and associated supporting footings from the wharf to the gypsum dome, reclaim conveyor system to rock conveyor system, two (2) rock conveyor systems from the gypsum dome to the mill building and associated footings, two (2) suspected USTs, underground utilities, interior access roads, parking areas, rail spur, fencing and electrical distribution and components owned by Gold Bond. It is noted that the existing electrical distribution panel and its foundation and appurtenances are owned by Southern SCE.

2.9 Project Overview

In November 1964, National Gypsum Company (National Gypsum) and the POLB entered into Lease HD-1071, granting National Gypsum use of the premises on Pier B at 1850 Pier B Street, Long Beach, CA 90813 for the construction, erection, installation, use, operation, maintenance, repair, and renewal of a gypsum products plant and offices, building and construction material manufacturing facilities, and for the receipt, handling, loading, unloading, storage, processing, manufacturing, packaging, transporting, delivery, sale, and other disposition of National Gypsum's bulk gypsum, gypsum products, building and construction materials, and for uses incidental thereto (POLB, 1964a). National Gypsum was also granted non-exclusive use of Berth B83 for the docking and mooring of vessels primarily associated with the unloading of bulk gypsum onto a conveyor system between the berth and the rock storage building[1] on the premises under preferential assignment agreement HD-1072 with the Port (POLB, 1964b).

On January 1, 2021, National Gypsum reorganized its corporate structure to align more fully with its main product families, and changed the name of the entity owning and operating the Facility to Gold Bond Building Products, LLC (Gold Bond). Gold Bond thereby assumed the lease and operation of the gypsum board plant. Gold Bond ceased facility operations in December 2024, electing not to renew their lease. In accordance with the terms of Lease HD-1071, Gold Bond shall remove all improvements of any kind constructed, erected, or installed on the leased premises…and shall restore the leased premises to the condition to the same as they were at the commencement of the lease (POLB, 1964a).

Gold Bond submitted an application for a Harbor Development Permit (HDP 23-019) proposing to demolish and remove all existing improvements constructed, erected, and installed by Gold Bond on the premises and restore the site to the condition at the commencement of the lease. Improvements to be demolished and removed consist of the warehouse, rock storage building (gypsum dome), mill building, plaster mill, tape joint system building, board plant, office building and basement, ship unloading hopper and associated supporting footing on wharf, overhead rock conveyor system and associated supporting footings from the wharf to the gypsum dome, reclaim conveyor system to rock conveyor system, two (2) rock conveyor systems from the gypsum dome to the mill building and associated footings, two suspected (2) USTs, underground utilities, interior access roads, parking areas, and electrical distribution and components owned by Gold Bond. The SCE distribution panel and its associated foundation and appurtenances would remain in-place; existing rail track on the premises would also remain in-place**.** The buildings and improvements associated with the Gold Bond Gypsum Wallboard Facility to be demolished and removed, their approximate area (i.e., square footage), and previous uses are listed in **Table 1,** *Improvements to be Demolished and Removed,* and shown on **Figure 3,** *Demolition Plan with Building Details*.

The proposed Project would produce approximately 17,975 tons of non-hazardous solid waste consisting of asphalt pavement, concrete, demolition debris, and recyclable scrap iron/metals (Roux, 2025). Approximately 464 cubic yards of soils at the site potentially impacted by total petroleum hydrocarbons (TPH) would be excavated to an approximate depth of -10 feet. The

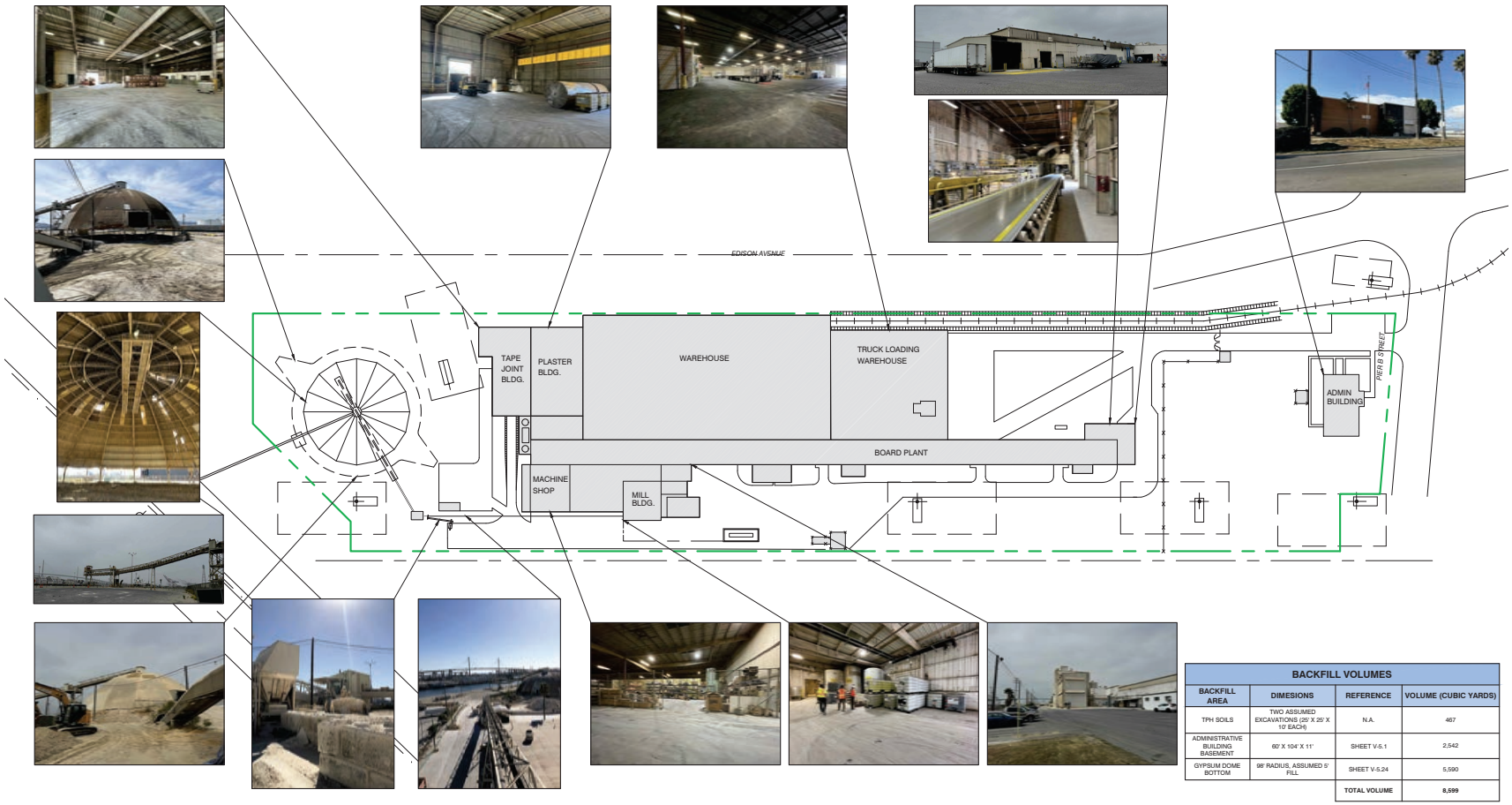
[1] In Lease HD-1071, the gypsum dome is referred to as the "rock storage building". In this IS/MND, the term "gypsum dome" is used.

handling and management of these soils would be performed by licensed waste management facilities. It is estimated that approximately 8,600 cubic yards of imported soil will be required to backfill the excavated TPH-impacted soil areas and backfill and raise the grades associated with the existing office building basement and base of the gypsum dome. A source of soil for backfilling would be identified and pre-characterized in accordance with the California Department of Toxic Substances Control's (DTSC) I*nformation Advisory - Clean Imported Fill Material* and the Port of Long Beach Environmental Planning Division's *Environmental Requirements for Soil and Fill Material*. The backfill soil would be imported from an available soil source between the Project site and Barstow. Solid waste and recyclable materials generated by the demolition of the Gold Bond Gypsum Wallboard Facility would be removed from the site and transported to solid waste and recycling facilities with adequate capacity and capability for the disposal and management of the specific type of demolition material, which would include non-hazardous wastes such as asphalt pavement and concrete, miscellaneous demolition debris, and scrap iron and metals. It is also anticipated that potentially hazardous materials including TPH-impacted soils, asbestos-containing materials, lead-based paints, and other universal wastes would be generated by the demolition activities. Disposal sites licensed to handle and manage potentially hazardous wastes were identified by Gold Bond (Gold Bond, 2025). A discussion of the potential materials generated by the proposed Project is provided in Section 4, *Hazards and Hazardous Materials*.

TABLE 1
IMPROVEMENTS TO BE DEMOLISHED AND REMOVED

Improvement	Previous Use	Approximate Quantity
Warehouse	Storage of processed and manufactured plaster and wallboard and other building products	87,800 sq. ft
Rock Storage Building (Gypsum Dome)	Storage of bulk gypsum	7,550 sq. ft.
Mill Building	Grinding, milling, and calcining of bulk gypsum for use as plaster, wallboard, and gypsum products	4,250 sq. ft.
Plaster Mill	Further processing of calcined gypsum from the Mill Building and bagging of plaster products	13.262 sq. ft.
Tape Joint System Building	Manufacture of tape and joint cement used in connection with dry wall products	10,800 sq. ft.
Board Plant	Manufacture of gypsum wallboard	41,600 sq. ft.
Administrative Building	Offices for plant production, sales, and regional headquarters	6,250 sq. ft
Overhead Rock Conveyor System	Convey material from ship unloading hopper to Rock Storage Building	367 linear ft.
Reclaim Conveyor System	Convey reclaim material to the rock conveyer system	87 linear ft.
Ship Unloading Hopper	Unload material from ships to overhead rock conveying system to convey material to Rock Storage Building	100 sq. ft.
2 Rock Conveyor Systems	Convey material from Rock Storage Building to the Mill Building	552 linear feet
Electrical Distribution Components	Provide electrical power to the facility	87,800 sq. ft
Interior Access Roads and Parking Areas	Vehicle access and parking within the premises	7,550 sq. ft.

SOURCE: Gold Bond, 2025.



LEGEND

SITE BOUNDARY

EXISTING BUILDING OUTLINE

ESTIMATED SPECIAL WASTE VOLUMES

DESCRIPTION	QUANTITY (TONS)	OFF-SITE FACILITY MANAGEMENT	ADDRESS
TPH SOILS	700	WASTE MANAGEMENT	2801 MADERA ROAD, SIMI VALLEY, CALIFORNIA
ASBESTOS CONTAINING MATERIALS	80	WASTE MANAGEMENT	1211 W. GLADSTONE AZUSA, CALIFORNIA
LEAD (NON-RCRA)	20	CLEAN HARBORS	BUTTON WILLOW, CALIFORNIA
	40	WASTE MANAGEMENT	KETTLEMAN HILLS, CALIFORNIA
LEAD (RCRA)	20	US ECOLOGY	BEATTY, NEVADA
UNIVERSAL WASTES	60	LIGHTING RESOURCES	805 EAST FRANCIS STREET, ONTARIO, CALIFORNIA

BUILDING DETAILS

BUILDING	DESCRIPTION	APPROXIMATE DIMENSIONS (FEET)			MATERIALS	ASSOCIATED SHEETS
		LENGTH	WIDTH	TOTAL HEIGHT		
ADMINISTRATIVE BUILDING	STRUCTURE WITH BASEMENT + 2 ABOVE GRADE FLOORS	104	60	24 ABOVE GRADE, 12 BASEMENT	CONCRETE WALLS WITH STEEL BEAMS AND CONCRETE SLABS. BASEMENT HAS CONCRETE FLOOR BEAMS AND CONCRETE SLAB (GENERALLY 6 INCHES THICK). BUILDING FOUNDATION INCLUDES CONCRETE PILES.	V-5.0 TO V-5.19
WAREHOUSE	SINGLE STORY	418	210	25 TO 31	STEEL FRAMED STRUCTURE WITH CORRUGATED METAL ROOF AND EXTERIOR METAL SIDING. CONCRETE SLAB, GENERALLY XX INCHES THICK. FOUNDATION INCLUDES CONCRETE PILES.	V-5.21
PLASTER PACKING AND TAPE JOINT AREAS	SINGLE STORY	176	180	23 TO 27	STEEL FRAMED STRUCTURE WITH CORRUGATED METAL ROOF AND EXTERIOR METAL SIDING. FOUNDATION INCLUDES CONCRETE PILES. INCLUDES THREE LARGE SILOS.	V-5.20, V-5.21
MACHINE SHOP AND MILL AREAS	SINGLE STORY, INCLUDING SILOS AND MILLS EQUIPMENT	200	80	19 MILL BUILDINGS: 45 TO 75	STEEL FRAMED STRUCTURE WITH CORRUGATED METAL ROOF. CONCRETE SLAB GENERALLY 8 INCHES THICK. FOUNDATION INCLUDES CONCRETE PILES. LARGER AND DENSER PILES UNDER MILL AREA.	V-5.23, V-5.21
BOARD PLANT	SINGLE STORY	990	42	30	STEEL FRAMED STRUCTURE WITH CORRUGATED METAL ROOF. CONCRETE SLAB GENERALLY 8 INCHES THICK. FOUNDATION INCLUDES CONCRETE PILES.	V-5.22
GYPSUM DOME	DOME SHAPED STRUCTURE THAT WAS USED TO STORE GYPSUM. HAS ASSOCIATED TRANSFER BELT SYSTEMS FROM DOCK TO DOME AND DOME TO PRODUCTION AREA	98 DIAMETER		82 ABOVE ORIGINAL GRADE	STEEL FRAMED STRUCTURE WITH CORRUGATED METAL DOME ROOF. FOUNDATION INCLUDES PIPE PILES FILLED WITH CONCRETE. TRANSFER BELT INCLUDES STEEL COLUMNS AND FRAMES.	V-5.24, V-5.25

BACKFILL VOLUMES

BACKFILL AREA	DIMESIONS	REFERENCE	VOLUME (CUBIC YARDS)
TPH SOILS	TWO ASSUMED EXCAVATIONS (25' X 25' X 10' EACH)	N.A.	467
ADMINISTRATIVE BUILDING BASEMENT	60' X 104' X 11'	SHEET V-5.1	2,542
GYPSUM DOME BOTTOM	98' RADIUS, ASSUMED 5' FILL	SHEET V-5.24	5,590
		TOTAL VOLUME	8,599

DEMOLITION QUANTITIES

MATERIAL DESCRIPTION	ESTIMATED DEMOLITION QUANTITY (TONS)	
	RANGE	AVERAGE
ASPHALT PAVEMENT	4,122 - 10,864	7,581
CONCRETE (SITE IMPROVEMENTS, SLABS, FOOTINGS, ETC.)	5,436 - 18,886	13,169
C&D (NON-RECYCLE/NON -ENVIRONMENTALLY IMPACTED)	630 - 1,200	895
SCRAP IRON/METAL	1,350 - 4,025	2,331
TOTAL	14,213 - 32,198	23,993

NOTE: THE ABOVE ESTIMATED QUANTITIES ARE BASED ON QUANTITIES PROVIDED BY FOUR DEMOLITION CONTRACTORS DURING OCTOBER 2024.

0' 80' 160'

D2022002960.03 - GBBP Gypsum Demo\05 Graphics-GIS-Modeling-USE AZURE\CD

SOURCE: Rous Associates, Inc., 2025

Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project

Figure 3
Demolition Plan with Building Details

There is currently no proposed or anticipated new development, new operations, or new land uses for the premises following the proposed demolition and removal of improvements at the Gold Bond Gypsum Wallboard Facility.

2.9.1 Demolition Activities Schedule and Equipment

Demolition activities are estimated to take 170 days to complete. Demolition activities would occur in six (6) phases as shown in **Table 2**, *Demolition Activity Phases and Personnel Schedule*.

TABLE 2
DEMOLITION ACTIVITY PHASES AND PERSONNEL SCHEDULE

Demolition Phase	Work Activity	Total Work Days	Shifts/ Hours	Workers Per Day
Phase 1	Installation of BMPs and Temporary Facilities	5	1/8	15
Phase 2	Abandon Underground Utilities, Asbestos Abatement, Waste Removal/Disposal	20	1/8	15
Phase 3	Office Building Demolition	15	1/8	15
Phase 4	Gypsum Wallboard Manufacturing Facility Demolition	75	1/8	15
Phase 5	Concrete/Asphalt Removal	30	1/8	15
Phase 6	Import Soil Backfill, Rough Grading	15	1/8	15

SOURCE: Gold Bond, 2025

The Project would require the use of both on-road and off-road trucks and equipment to perform demolition and removal activities. **Table 3,** *Demolition Equipment Types and Schedule*, lists the types of equipment used and operational schedule by demolition phase.

2.10 Other Permits and Approvals

For the purposes of compliance with CEQA, the Port of Long Beach is the Lead Agency; discretionary permits and approvals may be required from other public agencies for the proposed Project including:

- City of Long Beach Building and Safety Bureau – Demolition permit and grading permit
- South Coast Air Quality Management District – Rule 1403 demolition notification
- State Water Resources Control Board – National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit
- Los Angeles Regional Water Quality Control Board – Construction-related permits, as applicable (i.e., Stormwater/Water Quality Mitigation Plan, Soil Management Plan)
- California Department of Toxic Substances Control – Soil Management Plan

TABLE 3
DEMOLITION EQUIPMENT TYPES AND SCHEDULE

Demolition Phase	Equipment type	Quantity	Total Operational Days	Operational Hours Per Day	Engine Runtime Peak Day Hours Per Day
Phase 1 Installation of BMPs and Temporary Facilities	Rubber Tired Loaders	2	5	8	8
Phase 2 Abandon Underground Utilities, Asbestos Abatement, Waste Removal/Disposal	Rubber Tired Loaders	1	10	8	8
	Excavators	1	10	8	8
	Rubber Tired Dozers	1	10	8	8
	Graders	1	10	8	8
	Skid Steer Loaders	1	30	5	10
Phase 3 Office Building Demolition	Rubber Tired Loaders	1	15	8	8
	Off-Highway trucks	1	15	9	9
	Excavators	1	15	8	8
	Skid Steer Loaders	1	15	8	8
	Concrete/Industrial Saws	1	15	8	8
	Graders	1	15	8	8
	Pump	1	15	8	8
	Rubber Tired Dozers	1	15	8	8
Phase 4 Gypsum Wallboard Manufacturing Facility Demolition	Rubber Tired Loaders	2	75	8	8
	Off-Highway trucks	1	75	9	9
	Excavators	4	75	8	8
	Skid Steer Loaders	1	75	8	8
	Concrete/Industrial Saws	1	75	8	8
	Graders	1	75	8	8
	Rubber Tired Dozers	1	75	8	8
Phase 5 Concrete/Asphalt Removal	Rubber Tired Loaders	1	30	8	8
	Off-Highway trucks	1	30	9	9
	Excavators	2	30	8	8
	Skid Steer Loaders	1	30	8	8
	Concrete/Industrial Saws	1	30	8	8
	Graders	1	30	8	8
	Rubber Tired Dozers	1	30	8	8
Phase 6 Import Soil Backfill, Rough Grading	Rubber Tired Loaders	1	15	8	8
	Off-Highway trucks	1	15	9	9
	Excavators	1	15	8	8
	Skid Steer Loaders	1	15	8	8
	Graders	1	15	8	8

SOURCE: Gold Bond, 2025.

2.11 Tribal Consultation

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill (AB 52) (Gatto), on April 01, 2025 the POLB sent notification letters to Native American tribes provided on the list provided by the Native American Heritage Commission (NAHC) AB 52 list as having traditional and cultural affiliation with the Project site (**Appendix A**). This list includes 19 contacts at nine tribes. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation for the proposed Project under AB 52. An initial consultation with the Gabrieleño Band of Mission Indians - Kizh Nation was held on May 20, 2025 where the tribe requested additional information related to types of soil present on the Project site. No other tribes requested consultation. As a result of the consultation with the Gabrieleño Band of Mission Indians - Kizh Nation, this IS/MND includes mitigation to address potentially significant impacts to tribal cultural resources. See Section 4.XVIII, *Tribal Cultural Resources*, which includes a discussion of tribal cultural resources impacts and the Project's mitigation measures.

2.12 References

Port of Long Beach. 1964. Lease HD-1071. Lease between the City of Long Beach, acting by and through its Board of Harbor Commissioners, and National Gypsum Company.

Port of Long Beach. 1964. Preferential Assignment Agreement HD-1072. Lease between the City of Long Beach, acting by and through its Board of Harbor Commissioners, and National Gypsum Company.

2.11 Tribal Consultation

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill (AB 52) (Gatto), on April 01, 2025 the POLB sent notification letters to Native American tribes provided on the list provided by the Native American Heritage Commission (NAHC) AB 52 list as having traditional and cultural affiliation with the Project site (**Appendix A**). This list includes 19 contacts at nine tribes. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation for the proposed Project under AB 52. An initial consultation with the Gabrieleño Band of Mission Indians - Kizh Nation was held on May 20, 2025 where the tribe requested additional information related to types of soil present on the Project site. No other tribes requested consultation. As a result of the consultation with the Gabrieleño Band of Mission Indians - Kizh Nation, this IS/MND includes mitigation to address potentially significant impacts to tribal cultural resources. See Section 4.XVIII, *Tribal Cultural Resources*, which includes a discussion of tribal cultural resources impacts and the Project's mitigation measures.

2.12 References

Port of Long Beach. 1964. Lease HD-1071. Lease between the City of Long Beach, acting by and through its Board of Harbor Commissioners, and National Gypsum Company.

Port of Long Beach. 1964. Preferential Assignment Agreement HD-1072. Lease between the City of Long Beach, acting by and through its Board of Harbor Commissioners, and National Gypsum Company.

SECTION 3
Environmental Determination

3.1 Environmental Factors Potentially Affected

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

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

3.2 Environmental Determination

On the basis of this initial study:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

12/29/2025

Date

2.11 Tribal Consultation

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill (AB 52) (Gatto), on April 01, 2025 the POLB sent notification letters to Native American tribes provided on the list provided by the Native American Heritage Commission (NAHC) AB 52 list as having traditional and cultural affiliation with the Project site (**Appendix A**). This list includes 19 contacts at nine tribes. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation for the proposed Project under AB 52. An initial consultation with the Gabrieleño Band of Mission Indians - Kizh Nation was held on May 20, 2025 where the tribe requested additional information related to types of soil present on the Project site. No other tribes requested consultation. As a result of the consultation with the Gabrieleño Band of Mission Indians - Kizh Nation, this IS/MND includes mitigation to address potentially significant impacts to tribal cultural resources. See Section 4.XVIII, *Tribal Cultural Resources*, which includes a discussion of tribal cultural resources impacts and the Project's mitigation measures.

2.12 References

Port of Long Beach. 1964. Lease HD-1071. Lease between the City of Long Beach, acting by and through its Board of Harbor Commissioners, and National Gypsum Company.

Port of Long Beach. 1964. Preferential Assignment Agreement HD-1072. Lease between the City of Long Beach, acting by and through its Board of Harbor Commissioners, and National Gypsum Company.

This page intentionally left blank

SECTION 4
Environmental Setting and Impacts

I. Aesthetics

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

Except as provided in Public Resources Code Section 21099, would the Project:

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

No Impact. The Project site is within the City of Long Beach and is located within the Port of Long Beach (POLB) certified PMP Planning District 2 – Northeast Harbor (PMP, 1990). The nearest scenic vistas to the Project site are ground level views along the boundary of Queensway Bay, located approximately 1.2 miles southeast, and ground level views along Harbor Scenic Drive from southbound lanes south of Anaheim Street, located at the closest point approximately 0.6 miles northeast of the Project site (POLB, 1990). Due to distance and intervening structures, these scenic vistas would be unaffected by the demolition of the Gold Bond Gypsum Wallboard Facility. Nonetheless, the proposed Project would remove industrial structures, and potentially enhance the appearance of the site. There are no scenic vistas within Northeast Harbor Planning District (District 2) and there is currently no proposed or anticipated new development, operations, or land uses for the site following Gold Bond's proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. Therefore, as there are no scenic vistas present and no development planned post demolition, no impact would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Department of Transportation (Caltrans) Scenic Highway Mapping System, the nearest officially designated scenic highway is a portion of Route 91, located approximately 23 miles east of the Project site near Peralta Hills in northeastern Orange County, California (Caltrans, 2024). The nearest eligible scenic highway to the Project site is Route 1, located approximately 4.4 miles east of the Project site (Caltrans, 2024). The proposed Project is not visible from either of these designated or eligible State scenic highways due to distance or obstructions from intervening structures. Additionally, the COLB General Plan Mobility Element identifies scenic routes within the COLB. The closest COLB-designated scenic route is Ocean Boulevard, located approximately 0.8 miles south of the Project site (COLB, 2013). Views from Ocean Boulevard are obstructed by marine container terminals and other industrial and port-related land uses. The Project site is within a highly developed area, consisting of the Gold Bond Gypsum Wallboard Facility. The buildings on the Project site were constructed between 1964 and 1965 and are not historic resources, as discussed under Question V.a, below. As the proposed Project would not be visible from any scenic highway and would return the Project site to pre-construction conditions, nor are there any scenic resources present on the Project site (such as trees, rock outcroppings, historic buildings, or other aesthetic features), no impact would occur to scenic resources due to the implementation of the proposed Project.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. While the proposed Project would temporarily alter the visual character of the site through the use of demolition equipment, these activities and equipment would generally be consistent with the existing industrial and port-related activities and facilities in the Project vicinity, and are not expected to conflict with the aesthetics/visual resources plans and policies of the General Plan Conservation Element (COLB, 1973), Mobility Element (COLB, 2019), and Urban and Design Element (COLB, 2019). Upon completion of the proposed Project, the site would be vacant and would not conflict with the existing zoning or other plans and policies relating to aesthetics/visual resources. Therefore, the proposed Project's impact to scenic quality would be less than significant.

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

Less than Significant Impact. Temporary lighting for proposed Project activities that may occur during dusk hours have the potential to extend, or "spill" onto properties beyond the Project boundary. If light from new sources extends onto adjacent properties and/or increase ambient nighttime illumination levels, this 'light trespass' has the potential to interfere with certain functions including sleep, privacy, and general enjoyment of the natural nighttime condition. The significance of the impact depends on the type of use affected, proximity to the affected use, the intensity of the light source and the existing ambient light environment. Certain land uses such as residential uses

are recognized as light-sensitive receptors because they are typically occupied by persons who have expectations for privacy during evening and nighttime hours and are sensitive to disturbance by bright light sources. However, there is a large amount of lighting associated with the industrialized POLB, which operates 24 hours a day, seven days a week and any light spill would not create a new source of substantial light given the existing conditions and no nearby sensitive receptors such as residential dwellings and hospitals. The nearest sensitive receptors include the residences located approximately 0.5 miles to the north of the Project site. Additionally, per Long Beach Municipal Code (LBMC) Section 8.80.202, *Construction Activity – Noise Regulation*, construction activities are limited to occur only between 7:00 a.m. and 7:00 p.m. on weekdays and Federal holidays, and between 9:00 a.m. and 6:00 p.m. on Saturdays; no construction activities shall occur on Sundays. As such, construction activities are likely to have concluded prior to sunset and after sunrise, thus nighttime construction lighting would likely not be needed. Furthermore, there are no light-sensitive uses present in the vicinity of the proposed Project, such as residential receptors. Additionally, light trespass could potentially impact sensitive biological resources in the vicinity of the Project site, such as nesting avian species. Although nesting avian species may be present in the proposed Project's vicinity, nesting avian species are highly tolerant of light and noise associated with the Port (POLA and POLB, 2018) and would likely be undeterred by construction-related lighting. Compliance with LBMC Section 8.80.202 would ensure light and glare impacts associated with construction of the proposed Project are minimized to less-than-significant levels. The proposed Project would not create a new source of light or glare or substantially affect daytime or nighttime views within the POLB and Project vicinity. There is currently no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. Therefore, impacts regarding light and glare would be less than significant.

References

California Department of Transportation (Caltrans), 2024. California State Scenic Highway System Map. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed May 15, 2025.

California Department of Parks and Recreation (CDPR), 2019. Primary Record for the National Gypsum Company.

City of Long Beach, 1973. Conservation Element. Available at: https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/1973-conservation-element. Accessed May 10, 2024.

City of Long Beach, 2013. Mobility Element. Available at: https://longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/320615_lbds_mobility_element_web. Accessed May 10, 2024.

City of Long Beach, 2019. Urban Design Element. Available at: https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/lueude/urban-design-element-final-adopted-december-2019. Accessed May 10, 2024.

Port of Long Beach (POLB). 1990. Port of Long Beach Port Master Plan (PMP). Available at: https://polb.com/port-info/mission-vision/#master-plan-update. Accessed on May 15, 2025.

Port of Los Angeles (POLA) and POLB. 2018. Biological Surveys of the Los Angeles and Long Beach Harbors Report. Available at: https://kentico.portoflosangeles.org/getmedia/7f280e7a-f6cc-44f4-bfe5-2191961be20a/2018-biological-surveys-pola-polb. Accessed May 15, 2025.

II. Agriculture and Forestry Resources

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

Discussion

Would the Project:

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

No Impact. The proposed Project is located in a highly developed area of the POLB. The site is not intended for agricultural use (POLB, 1990). According to the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program, the Project site is not within any area designed as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC, 2025a) but is designated as Urban and Built-Up Land. As such, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (farmland), and no impact would occur.

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

No Impact. The Project site is located in the Port-Related Industrial (IP) zone of the City of Long Beach (City of Long Beach 2025a, 2025b). The IP Zone is characterized by uses predominantly by maritime industry and marine resources. Uses in this district are primarily port-related or water dependent. According to the certified PMP, the Project site is located within the Northeast Harbor

Planning District (District 2), which permits land uses including primary port facilities; port-related facilities; hazardous cargo facilities; ancillary port facilities; oil production; and navigation (POLB 1990). No agricultural uses occur within the Project site and surrounding areas. The Project site is not a part of a Williamson Act contract (DOC, 2025b). As such, the proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and no impact would occur.

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

No Impact. The Project site is located in the IP zone of the City of Long Beach. The Project site is located within a highly developed area; not within lands zoned for forest land or timberland. As such, the proposed Project would not cause rezoning of forest land, timberland, or timberland zoned Timberland Production, and no impact would occur.

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

No Impact. The Project site is zoned IP according to the City of Long Beach. The Project site is located within a highly developed area. The proposed Project is not located within forest land. As such, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.

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

No Impact. The Project site is located in a highly developed area characterized by uses predominantly by maritime industry and marine sources, with no land zoned for agricultural or forest uses. The proposed Project would not result in the conversion of Farmland to non-agricultural use, and no impact would occur.

References

City of Long Beach. 2025a. Zoning and Land Use Web Map. Available at: https://maps.longbeach.gov/maps/LongBeachCA::zoning-and-land-use-1/explore?location=33.779709%2C-118.185699%2C13.95. Accessed May 15, 2025.

City of Long Beach. 2025b. City of Long Beach Zoning Districts. Available at: https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/maps/zoning-maps/zoning_map_book_color_page-8. Accessed May 15, 2025.

DOC. 2025a. California Impact Farmland Finder. Available: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed May 15, 2025.

DOC. 2025b. California Williamson Act Enrollment Finder. Available: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/. Accessed May 15, 2025.

POLB. 1990. Port of Long Beach Port Master Plan (PMP). Available at: https://polb.com/port-info/mission-vision/#master-plan-update. Accessed on May 15, 2025.

III. Air Quality

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
AIR QUALITY — Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion

Would the Project:

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

Less than Significant Impact. The proposed Project is located in the South Coast Air Basin (Air Basin). The Air Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Air Basin. The SCAQMD has primary responsibility for regulating stationary sources of air pollution within the Air Basin, implementing air quality programs required by state and federal mandates, and enforcing rules and regulations based on air pollution laws.

The federal and state Clean Air Acts mandate the control and reduction of certain air pollutants. Under these laws, the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for criteria pollutants and other pollutants, summarized in **Table 4,** *South Coast Air Basin Attainment Status (Los Angeles County)*. Some pollutants are emitted directly from a source, such as a vehicle tailpipe, an exhaust stack of a factory into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC),[2] nitrogen oxides (NO_X), particulate matter with diameters of 10 microns or less (PM10) and 2.5 microns or less (PM2.5), sulfur dioxide (SO_2), and lead (Pb). Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_X.

2 VOCs is a term defined by USEPA to exclude certain organic gases with negligible photochemical reactivity. CARB uses a similar term Reactive Organic Gases (ROG) and exempts certain chemicals from the definition of ROG. VOCs and ROG are substantially similar but not the same due to differing lists of exemptions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this document.

Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The SCAQMD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the Air Basin is classified as being in "attainment" or "nonattainment." The attainment status of the Air Basin for each pollutant regulated by the NAAQS and CAAQS is summarized in Table 4.

TABLE 4
SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)

Pollutant	National Standards (NAAQS)	California Standards (CAAQS)
O_3 (1-hour standard)	N/A[a]	Nonattainment – Extreme
O_3 (8-hour standard)	Nonattainment – Extreme	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
PM10	Attainment	Nonattainment
PM2.5	Nonattainment – Serious	Nonattainment
Lead (Pb)	Nonattainment (Partial)[b]	Attainment
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride[c]	N/A	N/A

N/A = not applicable
a The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.
b Partial Non-attainment designation – Los Angeles County portion of the Air Basin only for near-source monitors.
c In 1990, the California Air Resources Board identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the California Air Resources Board does not monitor or make status designations for this pollutant.

SOURCE: USEPA, The Green Book Nonattainment Areas for Criteria Pollutants, https://www.epa.gov/green-book; CARB, Area Designations Maps/State and National, http://www.arb.ca.gov/desig/adm/adm.htm. Accessed May 2025.

The South Coast AQMD has developed air quality management plans (AQMPs) to meet the requirements of the federal Clean Air Act. South Coast AQMD's most recent AQMP is the *Final 2022 Air Quality Management Plan* (SCAQMD 2022a), adopted on December 2, 2022. This plan addresses various federal non-attainment and attainment/maintenance planning requirements, is incorporated into the State Implementation Plan by the California Air Resources Board and is approved or disapproved by the U.S. Environmental Protection Agency. The 2022 AQMP presents a combined state and County strategy (including related mandated elements) to attain the 2015 federal 8-hour ozone standard by 2037, as required by the federal Clean Air Act Amendments of 1990 and applicable USEPA clean air regulations. Los Angeles County is anticipated to attain the 2015 federal 8-hour ozone standard, using local, state, and federal clean air programs (SCAQMD 2022a). A significant air quality impact may occur if a project conflicts with the applicable policies or goals of the AQMP adopted by the South Coast AQMD.

The San Pedro Bay Ports Clean Air Action Plan (CAAP) was adopted by the Boards of Harbor Commissioners of the ports of Long Beach and Los Angeles to reduce the environmental impacts and health risk associated with port-related emissions sources, specifically ships, trains, trucks, cargo-handling equipment, and harbor craft. The 2017 CAAP Update contains emission reduction targets set in the 2010 CAAP Update for 2014 and 2023 for Diesel Particulate Matter (DPM), NO_X, and Sulfur oxides (SO_X), as compared to 2005 levels (POLB and POLA 2017).

- By 2014, reduce port-related emissions by 22 percent for NO_X, 93 percent for SO_X and 72 percent for DPM.
- By 2023, reduce port-related emissions by 59 percent for NO_X, 93 percent for SO_X and 77 percent for DPM.

The Port of Long Beach reported that the Port had met all the goals of the San Pedro Bay Ports CAAP a year ahead of schedule (POLB, 2023).

The proposed Project would generate an increase in short-term construction employment; however, jobs would likely be filled by employees commuting from within the Air Basin region. Construction industry jobs generally are temporary in nature, changing over time, with no regular place of business.

The proposed Project would comply with all applicable SCAQMD rules and regulations, including Rule 403 – Fugitive Dust, which requires that particulate matter emissions are reduced in ambient air as the result of human-made fugitive dust sources (SCAQMD, 1976). Hazardous materials may be present in the existing structures because of their age, including asbestos-containing materials and lead-based paint. The Project would comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the demolition and construction activities. In accordance with existing regulations, demolition activities that may disturb or require the removal of materials that consist of, contain, or are coated with hazardous materials would be inspected and tested for the presence of hazardous materials. If present, the hazardous materials would be managed and disposed of in accordance with all applicable laws and regulations. Furthermore, the Project would utilize construction contractors in compliance with State on-road and off-road vehicle rules, including the ATCM that limits heavy-duty diesel motor vehicle idling to five minutes at any location (Title 13 CCR, Section 2485), the Truck and Bus regulation that reduces NOX, PM10, and PM2.5 emissions from existing diesel vehicles operating in California (13 CCR, Section 2025) and the In-Use Off-Road Diesel Fueled Fleets regulation that reduces emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR, Section 2449). The Project's construction contractor would be required to comply with these regulatory control measures. Additionally, Project demolition activities would comply with all applicable air quality regulations and all applicable strategies of the CAAP, including the Port's Air Quality Best Management Practices (BMPs) for Construction Activities which would ensure demolition activities and emissions would conform to the AQMP. Furthermore, as detailed in **Table 5** and **Table 6**, estimated criteria pollutant emissions associated with the proposed Project would not exceed South Coast AQMD regional significance thresholds for construction activities.

There is no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond facilities. The proposed Project would not increase employment in the area or otherwise directly or indirectly cause growth beyond the AQMP growth projections. The proposed Project would not conflict with or obstruct implementation of an applicable air quality plan; therefore, impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. The proposed Project has the potential to generate temporary criteria pollutant emissions from the use of heavy-duty construction equipment and vehicle trips generated by workers passenger vehicles and haul trucks traveling to and from the Project site. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Off-road construction equipment emissions, primarily NO_X, would result from the use of construction equipment. Construction emissions would vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources. Detailed information to estimate the air emissions associated with the proposed Project is provided as Appendix B.

Daily regional emissions for the proposed Project are estimated using a conservative estimate of demolition activities (i.e., assuming all demolition occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. Construction activity, equipment and vehicle assumptions and emissions calculations are provided in Appendix B. The emissions are estimated following the methods and emission factors as defined in the California Emissions Estimator Model (CalEEMod) User's Guide, an emissions inventory software program recommended by the SCAQMD, and CARB's on-road and off-road vehicle emissions factor models, EMFAC2021 and OFFROAD2021, respectively.

The input values used to estimate air emissions associated with the proposed Project are based on the Project-specific equipment types and demolition schedule. Haul truck trip and trip length estimates, as well as worker vehicle trip and trip length estimates, are based on information provided by Gold Bond. Air emissions associated with on-road vehicles, including haul trucks, material vendors, and worker vehicles are estimated using emission factors obtained from EMFAC2021. These values are applied to the demolition phase activity assumptions used in the criteria pollutant analysis to estimate criteria pollutant emissions values for on-road mobile vehicle activities. In addition, emission factors from OFFROAD2021 for off-road vehicles (i.e., loaders and excavators) activities were used in the criteria pollutant analysis to estimate emission values associated with demolition activities.

Fugitive dust emissions at the site would result from various soil-handling activities associated with demolition activities. SCAQMD Rule 403 requires construction activities to control fugitive dust emissions during construction by complying with best available control measures, such as ensuring sufficient freeboard height for haul vehicles, covering loose material on haul vehicles, applying water or non-toxic soil stabilizers in sufficient quantities to prevent the generation of visible dust

plumes on disturbed or unpaved road surfaces, and limiting vehicle speeds to 15 miles per hour on unpaved surfaces.[3] On-site fugitive dust emissions were estimated using CalEEMod, which assumes the implementation of control measures to control fugitive dust, such as the application of water in accordance with SCAQMD Rule 403.

According to Gold Bond, potentially TPH-impacted soils excavated from the site, asbestos containing material (ACM), lead [Non- Resource Conservation and Recovery (RCRA], and lead hazardous waste and would be hauled offsite to hazardous waste disposal sites, with the disposal sites being approximately 64, 36, 158, and 307 miles away from the Project site. Other hauled materials, including universal waste, asphalt, concrete, C&D (non-recyclable), and scrap iron/metals would be hauled off-site, with the disposal sites being approximately 54, 10, 10, 9, 10 miles away from the Project site, respectively. Soil to be used as backfill would be hauled from a site located approximately 128 miles away from the Project Site. The Project would use existing water supplies to suppress dust, negating the need for temporary water to be brought to site. Emissions from proposed Project activities were estimated based on the demolition phase in which the activity would occur. Heavy-duty equipment and trucks would be used during demolition. The maximum daily regional emissions from these activities are estimated by construction phase and compared to the SCAQMD significance thresholds. The maximum daily regional emissions are predicted values for the worst-case day and do not represent the emissions that would occur for every day of project demolition.

The maximum daily demolition emissions for the proposed Project were estimated for each demolition component. The maximum daily emissions are predicted values for a representative worst-case day, and do not represent the actual emissions that would occur for every day of demolition, which would likely be lower on many days.

The results of the criteria pollutant calculations under the conservative scenario where all soil is hauled offsite are presented in **Table 5**, *Estimated Maximum Unmitigated Regional Demolition Emissions - SCAQMD.* As shown in Table 5, the proposed Project's maximum daily demolition emissions would be below the SCAQMD regional mass numeric indicators of significance. Therefore, the proposed Project would not result in significant construction air quality impacts and impacts would be less than significant.

Trucks hauling wastes generated by the demolition activities are anticipated to travel through as many as eight different air districts depending on where the trucks would dispose of their respective materials. These eight air districts in which the haul trucks may travel through are SCAQMD, Ventura County Air Pollution Control District (VCAPCD), San Joaquin Calley Air Pollution Control District (SJVACPD), Antelope Valley Air Quality Management District (AVAQMD), Eastern Kern County Air Pollution Control District (EKAPCD), Mojave Desert Air Quality Management District (MDAQMD), Great Basin Unified Air Pollution Control District (GBUAPCD), and the Nevada Division of Environmental Protection (NDEP), with various air districts containing their own applicable air emission thresholds. See Appendix B for on-road emissions calculations specifically within the SCAQMD. However, of the daily and total haul truck vehicle miles traveled, only a small

[3] SCAQMD, 2025. Rule 403 Dust Control Information, 2025. Available at: https://www.aqmd.gov/home/rules-compliance/compliance/rule-403-dust-control-information.

fraction of the haul truck vehicle miles traveled will actually be traveled outside of the SCAQMD.[4] Therefore, since the Project's on-road emissions in other air districts are fractional compared to those on-road emissions traveled within the SCAQMD, a conservative comparison of the Project's on-road emissions within the SCAQMD compared to the other air districts' thresholds are shown in **Table 6,** *Estimated Maximum Unmitigated Project On-Road Motor Vehicle Emissions By Air District.* As shown in Table 6, no applicable daily or annual significance thresholds would be exceeded for any of the air districts from on-road truck travel emissions.

TABLE 5
ESTIMATED MAXIMUM UNMITIGATED REGIONAL DEMOLITION EMISSIONS - SCAQMD (POUNDS PER DAY)[a]

Demolition Component	VOC	NO_x	CO	SO_2	PM10[b]	PM2.5[b]
Install Temporary Facilities/BMPs – Year One	0.55	3.14	8.33	0.01	0.37	0.20
Abandon Existing Utilities/Asbestos Abatement – Year One	1.83	15.73	19.08	0.03	0.98	0.72
Remove & Dispose Universal Waste – Year One	0.13	0.49	2.30	0.00	0.32	0.09
Office Building Demolition – Year One	2.63	22.07	25.33	0.05	2.12	1.07
Facility Demolition – Year One	3.06	25.71	31.32	0.06	9.03	2.22
Hardscape Demolition – Year One	3.00	32.87	33.39	0.08	17.49	3.75
Hardscape Demolition – Year Two	2.87	24.17	31.37	0.06	15.74	3.17
Import Soil and Rough Grading – Year Two	1.51	18.06	20.60	0.07	4.46	1.48
Maximum Daily Demolition Emissions	**3.06**	**32.87**	**33.39**	**0.08**	**17.49**	**3.75**
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

NOTES:
a Detailed emissions calculations are provided in Appendix B of this IS/MND.
b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.
c On-road motor vehicle emissions are inclusive of miles driven within the SCAQMD only.
SOURCE: ESA 2025.

As previously stated, after demolition, the Project site would be restored to its condition at the commencement of the lease. There is no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing facility. Thus, there would be no air quality emissions associated with the proposed Project once demolition activities are complete and there would be no post-demolition air quality impact.

[4] Project diesel haul trucks VMT driven in air districts outside of the SCAQMD are estimated to be approximately 620 daily VMT and approximately 1,970 total VMT. This would be approximately 26.5% of the 2,344 daily haul truck VMT within the SCAQMD and approximately 2.0% of total 99,655 haul truck VMT within the SCAQMD. Therefore, using the Project's total on-road emissions within the SCAQMD, which includes both the Project haul truck VMT as well as gasoline worker vehicles, to compare with the thresholds of the other air districts would serve as a conservative comparison for Project on-road emissions traveled in air districts outside of the SCAQMD.

TABLE 6
ESTIMATED MAXIMUM UNMITIGATED PROJECT ON-ROAD MOTOR VEHICLE EMISSIONS BY AIR DISTRICT (POUNDS PER DAY AND/OR TONS PER YEAR)[a]

Demolition Component	VOC	NO_X	CO	SO_2	PM10	PM2.5
Project On-road Motor Vehicle Emissions[b]						
Maximum Daily Emissions (pounds/day)	0.32	9.50	7.96	0.04	3.87	1.12
Total Project Emissions (tons/year)	0.09	0.21	0.68	<0.01	0.03	<0.01
Regional Significance Thresholds						
Ventura County Air Pollution Control District[c]						
Daily Threshold (pounds/day)[a]	25.0	25.0	-	-	-	-
Annual Threshold (ton/year)[a]	13.7	13.7	-	-	-	-
Exceed Threshold?	**No**	**No**	-	-	-	-
San Joaquin Air Pollution Control District[d]						
Annual Threshold (ton/year)[a]	10.0	10.0	100.0	27.0	15.0	15.0
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Antelope Valley Air Quality Management District[e]						
Daily Threshold (pounds/day)[a]	137.0	137.0	548.0	137.0	82.0	65.0
Annual Threshold (ton/year)[a]	25.0	25.0	100.0	25.0	15.0	12.0
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Eastern Kern County Air Pollution Control District[f]						
Annual Threshold (ton/year)[a]	25.0	25.0	-	-	15.0	-
Exceed Threshold?	**No**	**No**	**-**	**-**	**No**	**-**
Mojave Desert Air Quality Management District[g]						
Daily Threshold (pounds/day)[a]	137.0	137.0	548.0	137.0	82.0	65.0
Annual Threshold (ton/year)[a]	25.0	25.0	100.0	25.0	15.0	12.0
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Great Basin Unified Air Pollution Control District[h]						
Annual Threshold (ton/year)[a]	-	-	-	-	100.0	-
Exceed Threshold?	**-**	-	-	-	**No**	**-**
Nevada Division of Environmental Protection[i]	-	-	-	-	-	-
Exceed Threshold?	-	-	-	-	-	-

NOTES:

a Significance thresholds are defined in pounds per day and/or tons per year for daily and annual emissions, respectively. Not all air districts have applicable significance thresholds for specific criteria pollutants.

b Detailed emissions calculations are provided in Appendix B of this IS/MND

c VCAPCD, 2003. Ventura County Air Quality Assessment Guidelines, October. Available: http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf. Accessed May 2025. Notes: No construction thresholds are defined by VCAPCD, therefore, it is recommended to use operational thresholds in place of construction thresholds. Hauling routes would be contained within the Remainder of Ventura County, as defined in *Section 3.3.1 Criteria Pollutants* of the Ventura County Air Quality Assessment Guidelines, and these significance thresholds are listed.

d SJVAPCD, 2015. Air Quality Thresholds of Significance – Criteria Pollutants, March. Available: https://ww2.valleyair.org/media/m2ecyxiw/1-cms-format-ceqa-air-quality-thresholds-of-significance-criteria-pollutants.pdf. Accessed May 2025.

e AVAQMD, 2016. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, August. Available: https://avaqmd.ca.gov/files/e5b34d385/AV%20CEQA%20Guides%202016.pdf. Accessed May 2025.

Demolition Component	VOC	NO_X	CO	SO_2	PM10	PM2.5

f Kern County Planning Department, 2006. Guidelines For Preparing An Air Quality Assessment For the Use In Environmental Impact Reports, December. Available: http://www.kernair.org/Documents/CEQA/AirQualityAssessmentPreparationGuidelines.pdf. Accessed May 2025.
g MDAQMD, 2020. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, February. Available: https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638126583450270000. Accessed May 2025.
h Great Basin Unified APCD, 2021. Rules and Regulations, District Regulation XIII, General Conformity, July. Available: https://www.gbuapcd.org/Docs/District/AirQualityPlans/Coso/2021FINALCosoPM10SecondMaintenancePlan20210709-w-Appendices-Rdcd.pdf. Accessed May 2025.
i Nevada Division of Environmental Protection does not have applicable significance thresholds for specific criteria pollutants.
SOURCE: ESA 2025.

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the proposed Project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted AQMP. As discussed above, the proposed Project would not conflict with or obstruct implementation of AQMP or CAAP or other air quality plans and policies and would be consistent with the growth projections in the AQMP. Furthermore, as shown in Table 5 and Table 6, the proposed Project's regional demolition emissions would not exceed the SCAQMD and other applicable AQMD significance thresholds. Therefore, the proposed Project would not result in new significant construction air quality impacts and the proposed Project's incremental contribution to long-term emissions of non-attainment pollutants and ozone precursors, considered together with cumulative projects, would not be cumulatively considerable. There would be no operational air quality impact since the Project site would be returned to its pre-construction condition and there is no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond facilities. Therefore, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The localized effects from the on-site portion of demolition emissions are evaluated at nearby sensitive receptor locations potentially impacted by the proposed Project according to the SCAQMD's Localized Significance Threshold Methodology (SCAQMD 2003, 2008). Per SCAQMD guidance documentation, off-site mobile emissions from the proposed Project are not included in the emissions comparison to the localized significance thresholds. The localized significance thresholds are only applicable to NO_X, CO, PM10, and PM2.5. The SCAQMD has established screening criteria for projects that disturb five acres or less that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without project-specific dispersion modeling. The localized analysis of the proposed Project is based on this SCAQMD screening criteria. The screening criteria depend on: (1) the source receptor area (SRA) in which the proposed Project is located, (2) the size of the Project site, and (3) the distance between the Project site and the nearest sensitive receptor. The Project site is located in SRA-4 and the maximum daily disturbed acreage would be approximately 0.06 acres. The nearest off-site air quality sensitive receptors include the residences located approximately 0.49 miles (2,600 feet) to the north of the Project site. The maximum net daily emissions from the proposed Project were compared to a 0.06-acre site in SRA -4. Project screening levels are linearly interpolated based on

the 1-, 2- and 5- acre screening levels. The SCAQMD screening criteria has a maximum distance of 500 meters (1,640 feet). Even though the total proposed Project site is larger and sensitive receptors are farther away, this is an appropriate comparison because 0.06-acres represent the maximum daily disturbed area during demolition activities. In order to simplify the approach and to provide a conservative (i.e., health protective) assessment, a screening distance of 500 meters from the Project site was used for sensitive receptors.

The maximum daily localized emissions for each of the demolition components, and the localized significance thresholds are presented in **Table 7**, *Estimated Maximum Unmitigated Localized Demolition Emissions.* The same demolition components and equipment assumptions were used for the regional emissions calculations discussed above with the exception of on-road mobile vehicles. As previously noted, SCAQMD guidance documentation states off-site mobile emissions from the Project are not included in the emissions comparison to the localized significance thresholds. Therefore, the emissions for the daily localized emissions with off-site mobile emissions are not included.

TABLE 7
ESTIMATED MAXIMUM UNMITIGATED LOCALIZED DEMOLITION EMISSIONS (POUNDS PER DAY)[a]

Demolition Component	NO_X	CO	PM10[b]	PM2.5[b]
Install Temporary Facilities/BMPs – Year One	3.05	6.25	0.16	0.15
Abandon Existing Utilities/Asbestos Abatement – Year One	15.36	16.82	0.70	0.65
Remove & Dispose Universal Waste – Year One	0.00	0.00	0.00	0.00
Office Building Demolition – Year One	20.60	22.43	1.56	0.91
Facility Demolition – Year One	24.00	28.17	8.43	2.05
Hardscape Demolition – Year One	20.81	23.01	14.50	2.87
Hardscape Demolition – Year Two	19.23	22.54	14.42	2.79
Import Soil and Rough Grading – Year Two	8.56	12.63	0.59	0.36
Maximum Daily Demolition Emissions	**24.00**	**28.17**	**14.50**	**2.87**
SCAQMD Localized Significance Threshold	133.54	6,904.70	149.54	85.48
Exceeds Threshold?	**No**	**No**	**No**	**No**

NOTES:
a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this IS/MND.
b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.
SOURCE: ESA 2025.

As shown in Table 7, localized demolition emissions would not exceed the SCAQMD significance thresholds. Therefore, the proposed Project would not result in significant localized air quality impacts during demolition and impacts would be less than significant. After demolition, the Project site would be returned to its condition before commencement of the lease. There is no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. Thus, there would be no air quality emissions associated with the proposed Project once demolition is complete and there would be no localized post-demolition air quality impact. In sum, the proposed Project would not expose

sensitive receptors to substantial localized air quality emissions during demolition or post-demolition and impacts would be less than significant.

Offsite CO Hotspots

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO decreased dramatically in the Air Basin with the introduction of the automobile catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the Air Basin in recent years and the Air Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. As discussed below, it is not expected that CO levels at project-impacted intersections would rise to such a degree as to cause an exceedance of these standards.

Project demolition would result in temporary additional worker vehicles and truck trips to the project area. Maximum ambient measured concentrations of CO in SRA 4 range from approximately 1.6 to 1.7 parts per million (ppm) for a maximum 1-hour averaging period and 1.3 to 1.5 ppm for a maximum 8-hour averaging period between year 2020 and 2023, for which data is available from the SCAQMD (2020 2021, 2022b, 2023). The corresponding CAAQS for CO are 20 ppm (1-hour) and 9.0 ppm (8-hour). The corresponding NAAQS for CO are 35 ppm (1-hour) and 9.0 ppm (8-hour).

The proposed Project's demolition trucks and worker commute vehicles in the project area would not result in the generation of new or substantially worsened CO hotspots. After demolition, the Project site would be returned to a condition equivalent to or superior to its condition immediately prior to its commencement of the lease and there is no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond facilities. Thus, there would be no CO emissions associated with the proposed Project once demolition is complete and there would be no CO hotspot post-demolition air quality impact. Therefore, the proposed Project would not expose sensitive receptors to CO hotspots during demolition or post-demolition and impacts would be less than significant.

Toxic Air Contaminants

Toxic Air Contaminant (TAC) emissions associated with DPM emissions from heavy construction equipment and potentially asbestos-containing materials and lead-based paint would occur during demolition activities. According to Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Risk Assessment Guidelines* (OEHHA, 2022), health effects from TACs are described in terms of individual cancer risk based on a lifetime exposure (i.e., 70-year). Therefore, the proposed Project would not result in a long-term exposure as a result of demolition activities, given the temporary demolition schedule of approximately nine (9) months. Additionally, the nearest off-site air quality sensitive receptors are residences located approximately 0.5 miles (2,600 feet) to the north of the Project site.

Additionally, the dispersion of TACs in the atmosphere occurs relatively rapidly and pollutant concentrations are decreased by 80 percent between 50 and 1,000 feet from the pollutant source based on these types of emissions (CARB 2005). For example, concentrations of TACs as a result of emissions from freeways, high-traffic roads, distribution centers, and rail yards (all high emitters of diesel particulate matter) are reduced by approximately 80 percent within 1,000 feet of the source

(CARB 2005). Given that the primary TAC from proposed Project demolition activities would consist of diesel particulate matter and that the nearest sensitive receptors would be located at least 0.5 miles (2,600 feet) or more away from the Project site, a health risk analysis would not be warranted for the proposed Project as TAC emissions would be substantially dispersed and impacts would be less than significant.

As such, after demolition, the Project site would be returned to a condition equivalent to or superior to its condition immediately prior to its commencement of the lease and there is no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. Thus, there would be no TAC emissions associated with the proposed Project once demolition is complete and there would be no TAC post-demolition air quality impact. Therefore, impacts associated with the temporary release of TACs from demolition and post-demolition activities would be less than significant.

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

Less than Significant Impact. Potential activities that may emit odors during demolition include the combustion of diesel fuel in on-and off-road equipment and odors from previous products associated with the removal of the wallboard facility. However, according to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not include any uses identified by the SCAQMD as being associated with substantial odors as the SCAQMD CEQA Air Quality Handbook does not consider construction equipment or wallboard manufacturing facilities as a typical source of odors. In addition, the proposed Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no demolition activities or materials are expected to create objectionable odors affecting a substantial number of people. Furthermore, as shown in Table 5 and Table 5 (regional) and Table 7 (localized), demolition emissions would not exceed the SCAQMD's and other applicable air districts' significance thresholds for VOCs or criteria air pollutants (i.e., CO and SO_2). Therefore, demolition activities would result in less than significant impacts with respect to other emissions, including those leading to odors.

After demolition, the Project site would not generate any emissions, including those leading to odor. Therefore, impacts associated with emissions, including those leading to odor, from demolition and post-demolition activities would be less than significant.

References

AVAQMD, 2016. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, August. Available: https://avaqmd.ca.gov/files/e5b34d385/AV%20CEQA%20Guides%202016.pdf. Accessed May 2025.

California Air Resources Board (CARB), 2005. Air Quality and Land Use Handbook: A Community Health Perspective. https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf. Accessed May 2025.

Great Basin Unified APCD, 2021. Rules and Regulations, District Regulation XIII, General Conformity, July. Available: https://www.gbuapcd.org/Docs/District/AirQualityPlans/Coso/2021FINALCosoPM10SecondMaintenancePlan20210709-w-Appendices-Rdcd.pdf. Accessed May 2025.

Kern County Planning Department, 2006. Guidelines For Preparing An Air Quality Assessment For the Use In Environmental Impact Reports, December. Available: http://www.kernair.org/Documents/CEQA/AirQualityAssessmentPreparationGuidelines.pdf. Accessed May 2025.

MDAQMD, 2020. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, February. Available: https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638126583450270000. Accessed May 2025.

Port of Long Beach and the Port of Los Angeles (POLB and POLA), 2017. Final San Pedro Bay Ports Clean Air Action Plan 2017, November. https://cleanairactionplan.org/2017-clean-air-action-plan-update/#. Accessed May 2025.

South Coast Air Quality Management District (SCAQMD). 1976. Rule 403. Fugitive Dust. https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf?sfvrsn=4. Accessed May 2025.

SCAQMD, 2003a. 2003 AQMP, Appendix V: Modeling and Attainment Demonstrations, page V-4-24. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2003-air-quality-management-plan/2003-aqmp-appendix-v.pdf?sfvrsn=73051d61_2. Accessed May 2025.

SCAQMD, 2003b. Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis. https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.aqmd.gov%2Fdocs%2Fdefault-source%2Fceqa%2Fhandbook%2Fmobile-source-toxics-analysis.doc%3Fsfvrsn%3Da86e1d61_2&wdOrigin=BROWSELINK. Accessed May 2025.

SCAQMD, 2003, 2008. Final Localized Significance Thresholds, 2003, revised 2008. https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2. Accessed May 2025.

SCAQMD, 2022a. Final 2022 Air Quality Management Plan (AQMP), https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16. Accessed May 2025.

SCAQMD, 2020, 2021, 2022b, 2023. Historical Data by Year. https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year. Accessed May 2025.

SJVAPCD, 2015. Air Quality Thresholds of Significance – Criteria Pollutants, March. Available: https://ww2.valleyair.org/media/m2ecyxiw/1-cms-format-ceqa-air-quality-thresholds-of-significance-criteria-pollutants.pdf. Accessed May 2025.

VCAPCD, 2023. Ventura County Air Quality Assessment Guidelines, October. http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf. Accessed May 2025.

IV. Biological Resources

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

Would the Project:

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

Less than Significant with Mitigation Incorporated.

Special-Status Plants

The Project site is within a highly developed area, consisting of the Gold Bond Gypsum Wallboard Facility. No special-status plant species are known to occur in the Project area and no habitat that would support such species is known to occur due to the existing industrial related-activities on-site. Therefore, no impacts associated with the proposed Project would occur to special-status plants.

Special-Status Wildlife

The POLB provides habitat for a wide variety of avian species inclusive of waterfowl, shorebirds, gulls, aerial fish foragers, upland birds, and raptors. According to the 2018 Biological Survey of the Los Angeles and Long Beach Harbors final report (referred to herein as the 2018 Biosurvey), ten bird species were found to nest in the San Pedro Bay Port Complex including: California least tern (*Sterna antillarum browni*); peregrine falcon (*Falco peregrinus*); elegant tern (*Thalasseus elegans*); Caspian tern (*Hydroprogne caspia*); black skimmer (*Rynchops niger*); great blue heron (*Ardea herodias*); black-crowned night heron (*Nycticorax nycticorax*); double-crested cormorant (*Phalacrocorax auratus*); black oystercatcher (*Haematopus bachmani*); and osprey (*Pandion haliaetus*) (POLA and POLB, 2018). According to Figure 6-1, *Bird and Marine Mammal Survey Zones*, of the 2018 Biosurvey, the Project site is located directly north of Zone 25d. While Zone 25d is most commonly associated with an abundance of gulls, nearby zones are known to support species such as double-crested cormorants, peregrine falcons, and osprey (POLA and POLB, 2018).

The federal Migratory Bird Treaty Act (MBTA) prohibits the take of any migratory bird, including active nests, except as permitted by regulation (e.g., waterfowl or upland game bird hunting). The MBTA broadly defines “migratory bird” as “any species or family of birds that live, reproduce or migrate within or across international borders at some point during their annual life cycle” and thus applies to most native bird species. California Fish and Game Code Section 3503 prohibits the take or possession of nests or eggs of any bird, Section 3503.5 prohibits take or possession of birds of prey or their eggs; and Section 3513 prohibits take or possession of any migratory nongame bird. Except for a few non-native birds such as the house sparrow, the take of any birds or active bird nests or young is regulated by these statutes.

Due to the Project site’s proximity to nesting habitats of special status bird species, and the likelihood that proposed Project demolition activities would result in loud noises that could disturb avian species in the immediate Project vicinity, impacts could be potentially significant. Also, the Gold Bond Gypsum Wallboard Facility ceased operations on December 2024, creating the opportunity for avian species to nest within the Project site. Implementation of Mitigation Measures MM-BIO-1 and BIO-MM-2 would reduce impacts to nesting birds protected under the MBTA to less than significant.[5]

Mitigation Measures

Mitigation Measure MM-BIO-1: Pre-Demolition Surveys for Nesting and Breeding Birds. To prevent taking active bird nests during the nesting season (approximately February 1 through August 31):

- The Applicant shall retain a qualified avian biologist; and
- Within seven (7) days prior to the onset of demolition activities (i.e., mobilization, staging, demolition, or heavy plant trimming) during the nesting season, the qualified avian biologist shall conduct a survey of all areas located within 500 feet of the Project area.

5 Mitigation Measures BIO-1 and BIO-2 require the Applicant to retain a qualified avian biologist to prevent taking active bird nests during the nesting season. A qualified avian biologist is a professional biologist with at least two years of experience identifying various life stages of birds and who is knowledgeable about bird behavior.

The results of the survey shall be documented by the qualified avian biologist. Within thirty (30) days following the onset of demolition activities, the Applicant shall submit copy of the survey electronically via email to the POLB Director of Environmental Planning at CEQA@polb.com.

Mitigation Measure MM-BIO-2: Discovery of Breeding Birds with Active Nests. If the qualified avian biologist identifies breeding birds with active nests prior to or during demolition, the qualified avian biologist shall establish a species-appropriate buffer zone until the young have fledged the nest or the nest fails. The buffer zones would be as follows:

- 300 feet for passerines: perching birds such as finches, sparrows, songbirds, etc.
- Up to 500 feet for raptor species: eagles, hawks and owls, etc.

As determined appropriate by the qualified avian biologist, the avian biologist shall conduct monitoring of the nest to ensure the adequacy of the buffer and that project activities do not disturb active nests. If the biologist determines that project activities are disturbing nesting activities, the biologist shall set a larger buffer area and continue to monitor accordingly. Monitoring shall continue until the nesting cycle is complete or nesting activity ceases, whichever is earlier. The avian biologist shall document in a monitoring report, the results of the surveys, nest buffers implemented, and results of monitoring. By December 1 of each year of Project activities, the Applicant shall submit a copy of the monitoring report electronically via email to the POLB Director of Environmental Planning at CEQA@polb.com.

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

Less than Significant Impact. The Project site is located within a highly developed area primarily with port-related land uses and does not contain any riparian habitat identified by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service (USFWS) (USFWS, 2025a, 2025b). The County of Los Angeles has established Significant Ecological Areas (SEAs) to preserve a variety of biological communities for public education, research, and other non-disruptive outdoor uses. The Project site is not within any SEAs. According to the County of Los Angeles DRP, SEA and Coastal Resource Areas Policy Map, the nearest ecological area to the Project site is the Harbor Lake Regional Park, located approximately 3.6 miles west of the Project site (DRP, 2019). The nearest SEA within the San Pedro Bay Port Complex is the POLA Pier 400, Terminal Island, for the California least tern nesting site, located approximately 4.4 miles southwest of the Project site (POLA and POLB, 2018).

According to the 2018 Biosurvey, eelgrass beds are recognized as an Environmentally Sensitive Habitat Area (ESHA) within the San Pedro Bay Port Complex (POLA and POLB, 2018). Eelgrass beds are a community-structuring seagrass, typically growing in beds in silty sand sediments, which have been abundant in shallow areas of the Port Complex (POLA and POLB, 2018). Eelgrass beds support an abundant rich food web and provide structure, food, and nursery habitat for a diverse range of fish, invertebrates, and birds, including commercially and recreationally important fish

species (POLA and POLB, 2018). Given their diverse biological functions, the USEPA has designated eelgrass beds as special aquatic sites under the Clean Water Act and recognized as a Habitat Area of Particular Concern (HAPC) under the Magnuson-Stevens Act (POLA and POLB, 2018). The nearest eelgrass beds to the Project site are located within the Consolidated Slip, approximately 1.3 miles west, and the Cerritos Channel, approximately 1.2 miles southwest of the Project site (POLA and POLB, 2018). Demolition activities would not directly impact the existing eelgrass beds within the San Pedro Bay Port Complex due to the Project site's upland location and distance to the closest eelgrass beds and adherence to standard measures to limit site stormwater run-off entering the Harbor during demolition. See discussion of the Project's compliance with applicable regulatory requirements and impacts to water quality under Thresholds a), c), and d) in Section X, Hydrology and Water Quality, below. Therefore, due to the distance to the ESHA/HAPC, the proposed Project would not have the potential to impact riparian habitat or other sensitive natural communities near the Project site. Impacts would be less than significant.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant Impact. According to the USFWS, there are no federally protected wetlands on the Project site (USFWS 2025c). While the Project site is adjacent to the 2,155-acre Estuarine and Marine Deepwater habitat (USFWS, 2025c) which consists of water in the Port Complex, the proposed demolition activities would not result in substantial adverse impacts to this habitat via direct removal, filling, hydrological interruption or other means. Therefore, the proposed Project would not have a substantial adverse impact on any State or federally protected wetlands through direct removal of the existing structures on-site, or the fill of soil, and impacts would be less than significant.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant with Mitigation Incorporated. The Project area is within a highly developed area supporting port-related land uses. The Project Site is developed with the Gold Bond Gypsum Wallboard Facility. No terrestrial wildlife corridors overlap with the Project site, and the Project would not affect migratory pathways. As discussed above, the nearest open space area and/or significant ecological area to the Project site is the Harbor Lake Regional Park, located approximately 3.6 miles west of the Project site (Los Angeles County DRP, 2019). However, the Project site is near nesting habitats of special-status avian wildlife species. Demolition activities could result in loud noises that could disturb avian species in the Project vicinity and/or potentially on-site, and as such, impacts related to the use of native wildlife nursery sites are considered to be potentially significant. However, impacts to special status avian wildlife species and their active nests and other nesting bird species would be reduced to a less than significant level through implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2. Therefore, impacts to wildlife species with an established nursery, wildlife corridors or wildlife movement would be less than significant with mitigation.

Mitigation Measures

Implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2 would reduce impacts to a less than significant level.

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

No Impact. The proposed Project involves the demolition of the existing structures on-site and the removal of a small amount of non-native landscaping and ornamental trees. The trees and vegetation on-site would be removed in accordance with relevant City of Long Beach tree and landscape ordinance requirements, including avoidance of impacts to nesting birds. Trees would be removed in accordance with MM-BIO-1 to avoid impacts to nesting birds. Additionally, there are no local policies or ordinances protecting biological resources as the land uses in the vicinity of the Project Site are for port-related uses. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, and no impact would occur.

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

No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans that overlap with the Project site (USFWS, 2025a, 2025b). According to the County of Los Angeles SEAs and Coastal Resource Areas Policy Map, the nearest ecological area to the Project site is the Harbor Lake Regional Park, located approximately 3.6 miles west of the Project site (County of Los Angeles DRP, 2019). The nearest SEA within the Port Complex is Pier 400, Terminal Island for the California least tern nesting site, located approximately 4.4 miles south of the Project site (POLA and POLB, 2018). Therefore, the proposed Project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Thus, no impacts would occur.

References

County of Los Angeles DRP, 2019. Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map. Available at: https://planning.lacounty.gov/wp-content/uploads/2022/11/9.1_Chapter9_Figures.pdf. Accessed April 16, 2025.

POLA and POLB, 2018. Biological Surveys of the Los Angeles and Long Beach Harbors Report. Available at: https://kentico.portoflosangeles.org/getmedia/7f280e7a-f6cc-44f4-bfe5-2191961be20a/2018-biological-surveys-pola-polb. Accessed April 16, 2025.

USFWS, 2025a. California Natural Community Conservation Plans. Available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed April 16, 2025.

USFWS, 2025b. Environmental Conservation Online System (ECOS). Conservation Plans: Region 8. Available at: https://ecos.fws.gov/ecp/report/conservation-plans-type-region/. Accessed April 16, 2025.

USFWS, 2025c. Wetlands Mapper. Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed April 16, 2025.

V. Cultural Resources

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Discussion

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. A records search for the Project site was conducted on May 16, 2024 at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at University of California, Fullerton. The records search results indicate that 19 cultural resources studies have been conducted within a 0.5-mile radius of the Project site. Of the 19 previous studies, five studies encompassed portions or the entirety of the Project site. However, these studies did not include pedestrian surveys and yielded negative results. The records search results also indicate that no archaeological resources have been previously recorded within the Project site or within the 0.5-mile radius. The Build Environment Resource Directory (BERD) for the County of Los Angeles and the list of historical landmarks, objects, and historic districts designated by the City Council for the City of Long Beach also indicate that no historic architectural resources have been previously recorded within or immediately adjacent to the Project site, nor are there any resources located within a 0.25-mile radius of the Project site. The full Cultural Resources Assessment for the proposed Project is provided as Appendix D.

Since no significant historical resources are located within the proposed Project's demolition area, the proposed Project would not cause a substantial adverse change in the significance of a historical resource and no impacts would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant with Mitigation Incorporated. This section discusses archaeological resources that are potentially historical resources according to State CEQA Guidelines Section 15064.5, as well as unique archaeological resources defined in PRC Section 21083.2(g).

As specified in the Cultural Resources Assessment Report (Appendix D), no archaeological resources have been previously recorded within the Project site or within its 0.5-mile radius. The

Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC) yielded negative results. Additionally, the geologic map review and historic topographic maps/aerial photographs indicate that the majority of the Project site was once located within Channel No. 1 and now contains artificial fill, with the exception of a small portion of the Project site in the north, which is located within younger alluvium fan deposits (Qyf). Furthermore, the Project site has been previously disturbed with a staging yard and construction of the Gold Bond Gypsum Wallboard Facility. Because the majority of the site consists of artificial fill and has a history of extensive ground disturbance, the potential for encountering buried precontact archaeological resources is considered low.

Review of historic aerial photographs shows that the Project site was once developed with several structures starting in the 1930s. However, by 1964, all structures had been removed from the Project site to make way for the existing structures. A railroad spur was observed in the 1949 topographic map along the eastern portion of the Project site, but historic aerials around the 1940s and 1950s do not depict a railroad spur within the Project site. A later historic topographic map (from 1987) does however show a modern railroad spur along the westernmost portion of the Project site. Based on these factors, the Project site appears to have a low potential for yielding buried historic-period archaeological resources.

The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. It is acknowledged that in the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements. Accordingly, to be conservative, in the unanticipated event that the Project's demolition and removal activities encounter previously unknown archaeological resources, Mitigation Measures MM-CR-1, MM-CR-2 and MM-CR-3 have been prescribed to ensure that Project impacts would be less than significant with mitigation incorporated.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact with Mitigation Incorporated. The SCCIC records search and SLF search did not identify human remains within the Project site. Should ground disturbance encounter human remains, disturbance of those remains could result in a significant impact on cultural resources. A number of regulatory provisions address the handling of human remains inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, PRC Section 5097.98, and State CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event of the discovery of unrecorded human remains during construction, excavations shall be halted, and the Los Angeles County Coroner shall be notified. If the human remains are determined to be Native American, the NAHC would be notified within 24 hours and the guidelines of the NAHC would be adhered to in the treatment and disposition of the remains. Compliance with these regulatory protocols would ensure that impacts on human remains would be less than significant. In the event of unanticipated discovery of human remains, Mitigation Measure MM-CR-3 would be implemented.

Mitigation Measures

Mitigation Measure MM-CR-1: Contractor Cultural Resources Training. Applicant's contractor shall retain a qualified archeologist to provide archeological sensitivity training to all construction personnel prior to the commencement of any ground disturbing activities. Archeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity regulatory issues, and the proper protocol for the treatment of the materials in the event of an unanticipated discovery. Written confirmation of the archeological sensitivity training shall be submitted to the POLB Director of Environmental Planning at CEQA@polb.com within 30 days of the commencement of demolition activities.

Mitigation Measure MM-CR-2: Unanticipated Discovery. In the event potentially significant archaeological resources are encountered during earthmoving activities, the construction contractor shall cease such activity within fifty (50) feet of the affected area and notify the Applicant and the Port of Long Beach (POLB) Environmental Planning Division at (562) 283-7100 or CEQA@polb.com. Personnel of the project shall not collect or move any archaeological or associated materials. Applicant shall immediately retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for professional archaeology to evaluate the find in accordance with the provisions of CEQA Guidelines Section 15064.5(c)(f). Demolition activities shall not resume until the qualified archaeologist has made a determination on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource shall be prepared and implemented by the qualified archaeologist and submitted for review and comment to the POLB and any consulting Native American Tribe pursuant to Assembly Bill 52 prior to its implementation.

Within ninety (90) days of the discovery of any archaeological resource, Applicant shall engage the qualified archaeologist to prepare a report summarizing the description of any archeological resources unearthed, discussion of the significance evaluation and treatment of the resources, and results of the artifact processing, analysis, and research. Appropriate California Department of Parks and Recreation 523 Forms shall be appended to the report. The report shall be submitted electronically via email to the POLB Director of Environmental Planning at CEQA@polb.com. The qualified archaeologist shall submit the final report to the South Central Coastal Information Center within thirty (30) days of its acceptance by the POLB Director of Environmental Planning.

Mitigation Measure MM-CR-3: Unanticipated Discovery of Human Remains. In the event of the unanticipated discovery of human remains, contractors shall immediately cease all work activities in the area (within approximately 100 feet of the discovery) until it can be evaluated by the Los Angeles County Coroner. Contractor shall immediately notify the Applicant and the POLB Environmental Planning Division at (562) 283-7100 or CEQA@polb.com. Demolition activities shall not resume until the coroner has made their determination.

If the Los Angeles County Coroner determines that that discovery of human remains is of Native American descent, the coroner must notify the NAHC within twenty-four (24) hours. The NAHC shall then identify the person(s) thought to be the most likely descendant. The most likely descendant may, with the permission of the landowner or Applicant, or its authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the POLB and Applicant means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The most likely descendant shall complete their inspection and make their recommendation within forty-eight (48) hours of being granted access to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the Applicant shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the POLB and Applicant have discussed and conferred, as prescribed in this mitigation measure, with the most likely descendant regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The Applicant shall discuss and confer with the most likely descendant on all reasonable options regarding their preferences for treatment.

If the NAHC is unable to identify a most likely descendant, or the most likely descendant identified fails to make a recommendation, or the Applicant or POLB rejects the recommendation of the most likely descendant and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the POLB, the Applicant shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance.

Within ninety (90) days of the discovery of human remains, the Applicant shall prepare a report summarizing the results of discovery, any evaluations, and the steps taken pursuant to this mitigation measure. The report shall be submitted electronically via email to the Director of Environmental Planning at CEQA@polb.com

References

ESA, 2025. Gold Bond Building Products Gypsum Wallboard Facility Demolition Project, City of Long Beach, California Cultural Resources Assessment Report. See Appendix D of this IS/MND.

VI. Energy

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

Would the Project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. The proposed Project involves the demolition of the Gold Bond Gypsum Wallboard Facility. The Project site would be returned to a condition prior to commencement of the lease. There is no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility.

During implementation of the proposed Project, energy would be consumed in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project site, construction workers traveling to and from the Project site, and delivery and haul trips (e.g., hauling of demolition material and soils to off-site reuse and disposal facilities and hauling of clean soil to the site). Temporary electrical power consumed during the proposed Project's demolition would be supplied from existing electrical infrastructure in the area and could be provided to construction trailers, water usage for dust control, or electric construction equipment. Energy use associated with demolition would be temporary in nature and would cease upon completion of the proposed Project.

The estimated total diesel fuel that would be consumed by heavy-duty construction equipment and trucks is approximately 67,950 gallons over the entire demolition period. Energy calculations relied on gasoline and diesel emission factors taken from the Climate Registry 2024 Default Emission Factors (The Climate Registry, 2024). Additional details are provided in Appendix B and Appendix E of this IS/MND.

The number of construction workers that would be required would vary based on the type of construction and demolition activity taking place. The transportation fuel required by construction workers to travel to and from the Project site would depend on the total number of worker trips estimated for the duration of demolition activity (see Appendix B for additional details). The total gasoline fuel was estimated for workers and is 1,830 gallons over the total demolition period.

For comparison purposes only, and not for the purpose of determining significance, the annual average fuel usage would represent approximately less than 0.00006 percent of the 2023 annual on-road gasoline-related energy consumption and 0.015 percent of the 2023 annual diesel fuel-related energy consumption in Los Angeles County (CEC 2023), as shown in Appendix E.

Energy use would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, the Project Contractor(s) would be required to restrict the idling of heavy-duty diesel motor vehicles in accordance with Title 13 California Code of Regulations Section 2449(d)(3) and Section 2485 and utilize fleets that comply with CARB's Regulation of In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles, which governs the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Demolition activities would utilize fuel-efficient equipment consistent with state and federal regulations and comply with state measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. Project Contractor(s) would be required to comply with applicable regulatory construction waste management practices to divert construction and demolition debris. Overall, these practices would result in efficient use of energy, and Project demolition activities would require the minimum necessary electricity and transportation fuel consumption and would not have an adverse impact on available electricity or transportation fuel supplies or infrastructure. Post demolition, the Project site would be vacant and would have no energy usage. Thus, the proposed Project would not include the wasteful, inefficient, or unnecessary consumption of energy resources during demolition and post-demolition. Impacts related to energy consumption would be less than significant.

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

Less than Significant Impact. During demolition activities, the proposed Project would not include energy consumption sources that are directly subject to state or local energy efficiency plans. On-road and off-road vehicles used during demolition would have to meet the ongoing federal and state fuel efficiency requirements. Additionally, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes per occurrence. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. The proposed Project would return the site to its condition prior to commencement of the lease except that existing railroad spur would remain. There is no proposed or anticipated new development, operations, or land uses for the site following the Project's proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. Therefore, the proposed Project would not cause impacts related to renewable energy and energy efficiency would be less than significant. Further, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

References

CEC, 2023. 2023 California Annual Retail Fuel Outlet Results Energy Assessments Division, August 16, 2023. Available at: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting. Accessed May 2025.

The Climate Registry, 2024. 2024 Default Emission Factors - Table 2.1 - US Default Factors for Calculating CO_2 Emissions from Combustion of Transport Fuels. Available at: https://theclimateregistry.org/wp-content/uploads/2024/03/2024-Emission-Factor-Document_FINAL.pdf. Accessed May 2025.

VII. Geology and Soils

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Discussion

Would the Project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. Fault rupture is a plane or surface in the earth where failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation and release of stress. The U.S. Geological Survey (USGS) defined active faults as those that have had surface

displacements within the Holocene epoch (about the last 11,000 years). Potentially active faults are those that have had surface displacement during the Quaternary period, within the last 1.6 million years. The Project site is located within an area of Southern California with numerous active and potentially active faults of the north-northwest trending San Andreas Fault system and the east-west trending Transverse Ranges Fault System. Within the Long Beach Quadrangle, the Newport-Inglewood Fault Zone dominates the geologic structure of the City of Long Beach and includes major fault strands including; the Cherry Hill Fault located approximately 3.3 miles northeast of the Project site; Northeast Flank Fault located approximately 3.8 miles northeast of the Project site; Reservoir Hill Fault located approximately 4.3 miles east of the Project site; and the Seal Beach Fault located approximately 8.3 miles southeast of the Project site (DOC 1998, 2024a).

Based on the City of Long Beach Seismic Safety Element and the DOC, the Project site is not in proximity to an Alquist-Priolo Special Study Zone, with the closest Alquist-Priolo Special Study Zone located approximately 3.2 miles northeast of the Project site (City of Long Beach 1988; DOC 2024a). The proposed Project includes demolition of all existing improvements on the Project site with the exception of the onsite rail spur, and would not include development of a structure or any development that would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death. Therefore, no impact from surface fault rupture would occur.

ii) Strong seismic ground shaking?

No Impact. The proposed Project is located in Southern California, an area that is subject to strong seismic ground shaking. Seismically induced ground acceleration is the shaking motion that is produced by an earthquake. As noted in Response VII.a(i) above, the Project site is in proximity to the Newport-Inglewood Fault Zone and major fault strands including the Cherry Hill Fault, the Northeast Flank Fault, and the Reservoir Hill Fault (DOC 1998, 2024a). However, the Project site is not located within nor crossed by any active fault. The proposed Project consists of the demolition of all existing improvements on the Project site with the exception of the onsite rail spur. There is no proposed or anticipated new development, operations, or land uses for the site following the demolition of the Gold Bond Gypsum Wallboard Facility. Since the Project involves only demolition and no new construction of habitable structures, there would be no new buildings or facilities that would be subject to failure from strong seismic ground shaking. Therefore, no impact associated with strong seismic ground shaking would occur.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of earthquake-induced strong ground shaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of the granular sediments, and the magnitude and frequencies of earthquakes in the surrounding region. Saturated, unconsolidated silts, sands, and silty sands within 50 feet of the ground surface are most susceptible to liquefaction. Liquefaction-related phenomena include lateral spreading, ground oscillation, flow failures, loss of bearing strength, subsidence, and buoyancy effects. In addition, densification of the soil resulting in vertical settlement of the ground can also occur. This phenomenon can result in damage to infrastructure, including foundations.

The City of Long Beach is located in a Seismic Hazard Area for liquefaction according to the California Earthquake Hazards Zone Application (EQ Zapp) tool (DOC, 2024b). The Project consists of the demolition of all existing improvements on the Project site with the exception of the onsite rail spur. The proposed Project does not include construction of any structures that could be affected by liquefaction, nor is there currently any proposed or anticipated new development, operations, or land uses for the site following the Gold Bond Gypsum Wallboard Facility demolition. Therefore, no impacts would occur.

iv) Landslides?

Less Than Significant Impact. The geologic and topographic characteristics of an area often determine the potential for landslides. Landslides (or slope failures) are the dislodging and failing of a mass of soil or rocks along a sloped surface. Generally, small-scale slope failure typically occurs along stream banks, margins of drainage channels, and similar settings where steep banks or slopes occur. The flat terrain of the Project site minimizes this potential geologic hazard. Additionally, the demolition and removal of the underground basement, suspected USTs and/or utilities may have the potential for soil collapse. However, the proposed Project would comply with Occupational Safety and Health Administration (OSHA) trenching and excavation safety standards (OSHA 2015) during demolition activities to reduce worker exposure to potential hazards and incidents. Given the Project site's topography, minimal excavation depths proposed, and compliance with OSHA safety standards, seismically induced landslides would not pose a significant danger to the people or structures on site or in the vicinity. Therefore, less than significant impacts would occur.

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

Less than Significant Impact. The proposed Project consists of the demolition of all existing improvements on the Project site with the exception of the onsite rail spur. Ground disturbance for the proposed Project would occur with the removal of the Gold Bond Gypsum Wallboard Facility. There is no proposed or anticipated new development, operations, or land uses for the site following the Gold Bond Gypsum Wallboard Facility demolition.

After demolition, the site would be returned to its original condition and the surface would be covered with crushed rock or gravel for erosion control. The Project would also be required to obtain and comply with a Construction Stormwater Permit, which would mandate the implementation of BMPs to minimize the potential for soil erosion. It is therefore not anticipated that the proposed Project would result in substantial soil erosion or the loss of topsoil as the Project site is currently mostly comprised of asphalt. Therefore, impacts related to soil erosion or loss of topsoil would be less than significant.

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

Less than Significant Impact. Unstable geologic units or soils commonly occur when there is landslides, lateral spreading, subsidence/collapse, or liquefaction.

Landslides

See previous discussion for Geology and Soils Impact VII.a (iv) Landslides. The geologic and topographic characteristics of an area often determine the potential for landslides. The flat terrain of the Project site minimizes this potential geologic hazard. The proposed Project would comply with OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents. Given the Project site's topography and the proposed demolition activities of the Project, the Project would not create or expose new slopes to geologic conditions that would be susceptible to landslides. As a result, the Project would not be located on unstable geologic units or soil that is unstable where landslides could present significant geologic hazards. Therefore, a less than significant impact would result from landslides due to the proposed Project.

Lateral Spreading

See previous discussion for Geology and Soils Impact VII.a (iii) Seismic-related ground failure, including liquefaction. Lateral spreading movement occurs when a soil mass slides laterally on liquefied soil layers, moving downslope or towards a free face. The Project site is located within a liquefaction hazard zone (DOC 2024b). There is no proposed or anticipated new development, operations, or land uses for the site following the proposed Gold Bond Gypsum Wallboard Facility demolition. After demolition, the site would be returned to its original condition and the surface would be covered with crushed rock or gravel for erosion control. Because the Project involves only demolition and no new construction or development is proposed, it would not create conditions that would promote liquefaction or make the site susceptible to lateral spreading. Therefore, no impacts would occur.

Subsidence/Collapse

Subsidence or collapse is the sinking of the ground surface caused by the compression of earth materials resulting from man-made activities such as groundwater or oil and gas withdrawal. The resulting compression typically occurs only once within affected soils and cannot be reversed or repeated due to fluctuations of the groundwater level.

The Project site is underlain by predominantly man-made fill areas generally consisting of hydraulic fills, assorted man-made fills, and soils of questionable origin (City of Long Beach, 1988). The proposed Project would involve the demolition of the Gold Bond Gypsum Wallboard Facility. As mentioned in Section 2, *Project Description*¸ based on the preliminary demolition plan, it is anticipated that approximately 8,600 cubic yards of import soil will be required as part of the proposed Project. The fill soils would be compacted ensuring that the surface would not be prone to collapse/subsidence. The proposed Project would comply with all OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents. The proposed Project does not propose construction of a structure that can be affected by subsidence and/or collapse. Therefore, less than significant impacts would occur.

Liquefaction

Based on the City of Long Beach Seismic Element, the highest groundwater level at the Project site is estimated to be less than 10 feet below ground surface (bgs) (City of Long Beach, 1988). According to the Phase I Environmental Site Assessment prepared for the proposed Project

(**Appendix C**), historical records of the adjacent property to the east encountered groundwater at a depth of 2 to 14 feet bgs (Tetra Tech, 2025). Since groundwater is present on the Project site within the upper 50 feet, there is a potential of groundwater rising to within 10 feet bgs and to be encountered during the demolition and removal of the underground basement and utilities. Any excavation that encountered groundwater would be addressed through standard NPDES dewatering procedures in compliance with all applicable permits and regulations. Compliance with the applicable regulations would ensure that soils do not become unstable as a result of the Project, and potentially result in on- or off-site liquefaction hazards.

In addition, the City of Long Beach is located in a Seismic Hazard Area for liquefaction according to the California EQ Zapp tool (DOC, 2024b), see Section VIII, threshold (a)(iii) above. However, the proposed Project does not propose construction of a structure that can be affected by liquefaction. Therefore, impacts would be less than significant.

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

No Impact. Expansive soil is characterized by a clay composition whereby clay particles expand dramatically upon wetting. Structures constructed on expansive soils require special design considerations that are identified within the California Building Code. The Project site is underlain generally by predominantly man-made fill areas consisting of hydraulic fills, assorted man-made fills, and soils of questionable origin (City of Long Beach, 1988). The proposed Project does not propose construction of a structure; thus, impacts to life or property due to expansive soil would not occur.

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

No Impact. The Sanitation Districts of Los Angeles County maintains and operates the municipal wastewater collection system in the Project area. As mentioned above, the proposed Project consists of the demolition of the Gold Bond Gypsum Wallboard Facility. The proposed Project would be returned to its original condition post-demolition. There is no proposed or anticipated new development, operations, or land uses for the site following the demolition of the Gold Bond Gypsum Wallboard Facility. The proposed Project does not involve the installation of a septic tank or alternative wastewater disposal system. Therefore, there would be no impact related to soils incapable of adequately supporting the use of septic tanks or waste water disposal systems.

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

Less than Significant Impact. Archival research was conducted for the proposed Project and consisted of geologic map review and a paleontological resources database search conducted by the Natural History Museum of Los Angeles County (LACM). The records search request to the LACM search is provided in **Appendix F**. The results of the records search are confidential and are on file with the POLB.

The local geology of the Project site is clearly shown on the surficial geological map of Bedrossian et al. (2012; plate 8). The southern part of the Project site is situated upon artificial fill used to create harbor infrastructure. The northern part of the Project site is located upon Young alluvial fan deposits Qyf that fill the broader Los Angeles Basin. In this area, the Qyf is clearly related to deposition from the ancient Los Angeles and San Gabriel rivers. Fan alluvium is also derived from the surrounding uplifted hills.

The closest exposures of uplifted sediments near the Project site consists of old lacustrine, playa, and estuarine deposits (Qol) to the east and older alluvial deposits (Qoa) to the west. These deposits range back to the Pleistocene (2.7 million to 12,000 years ago). However, the Project's excavation activities would be confined to the shallow, surficial deposits and are not anticipated to be deep enough to reach the older, Pleistocene layers. Therefore, these paleontological sensitive deposits are not anticipated to be impacted by the proposed Project.

The LACM indicates that no paleontological resources have been identified to date within the Project site. However, the LACM records show several localities near the Project site hosting Pleistocene marine invertebrates and vertebrates such as diverse sharks, rays, and other fish. One locality, LACM VP3823 yielded a specimen of the camelid from unidentified grey silt. The collections are generally from over 20 feet bgs (Bell, 2024). However, as the Project is not likely to intersect Pleistocene age sediments, these results are not informative.

While potential excavation for the removal of contaminated soils and/or Project-related utilities or basement footings may reach depths of up to approximately 10 feet bgs, this is not anticipated to be deep enough to encounter the paleontologically sensitive Pleistocene age sediments, which are generally found at greater depths. Based on the best geological map evidence, the disturbance will be limited to artificial fill or young alluvium and will not impact Pleistocene-aged deposits.

Based on the archival research, the proposed Project will not impact scientifically significant paleontological resources. Therefore, impacts would be less than significant.

References

Bedrossian, T.L., Roffers, Peter, Hayhurst, C.A., Lancaster, J.T., and Short, W.R., 2012, Geologic compilation of Quaternary surficial deposits in southern California (2012 Revision): California Geological Survey, 217, scale 1:100,000.

Bell, A. 2024. Paleontological Resources for the Gold Bond Building Projects Gypsum Facility Demolition (D202200296.03). Results on file at ESA.

City of Long Beach, 1988. Seismic Safety Element. Available at: https://longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/seismic-safety-element_reduced. Accessed April 17, 2025.

DOC, 1998. Seismic Hazard Zone Report for the Long Beach 7.5-Minute Quadrangle, Los Angeles County, California. Available at; https://www.conservation.ca.gov/cgs/documents/publications/shzr/SHZR_028_Long_Beach.pdf, accessed April 17, 2025.

DOC. 2024a. Alquist-Priolo Site Investigation Reports. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/apreports/, accessed April 17, 2025.

DOC. 2024b. Earthquake Zones of Required Investigation: Liquefaction. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/, accessed April 17, 2025.

OSHA, 2015. Trenching and Excavation Safety. Available at: https://www.osha.gov/sites/default/files/publications/osha2226.pdf#:~:text=The%20Occupational%20Safety%20and%20Health%20Administration%E2%80%99s%20%28OSHA%29%20Excavation,P%2C%20contain%20requirements%20for%20excavation%20and%20trenching%20operations. Accessed April 17, 2025.

Tetra Tech, Inc. 2025. Phase I Environmental Site Assessment of Gold Bond Facility 1850 Pier B Street, Long Beach, California. See Appendix C of this IS/MND.

VIII. Greenhouse Gas Emissions

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

Would the Project:

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

Less than Significant Impact. Greenhouse Gas Emissions (GHGs) include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons (PFCs), nitrogen trifluoride (NF_3), and sulfur hexafluoride (SF_6). CO_2 is the most abundant GHG in the atmosphere. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified in equivalent mass of CO_2, denoted as carbon dioxide equivalent **(**CO_2e). Mass emissions are calculated by converting pollutant specific emissions to CO_2e emissions by applying the proper global warming potential (GWP) value. These GWP ratios are available from the USEPA and are published in the California Climate Action Registry General Reporting Protocol. By applying the GWP ratios, proposed Project related CO_2e emissions can be tabulated in metric tons per year.

CEQA Guidelines Section 15064.4 gives lead agencies the discretion to determine whether to assess GHG emissions quantitatively or qualitatively and recommends consideration of certain factors in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). Section 15064.4 of the State CEQA Guidelines does not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (State CEQA Guidelines CEQA Section 15064.7(c)). The Project's haul trucks are anticipated to travel through as many as eight different air districts, (SCAQMD, VCAPCD, SJVACPD, AVAQMD, EKAPCD, MDAQMD, GBUAPCD, NDEP). On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 metric ton of CO_2e ($MTCO_2e$) per year for stationary source/industrial projects where the SCAQMD is the lead agency. Although SCAQMD has not formally adopted a significance threshold for GHG emissions generated by a project for which

SCAQMD is not the lead agency, or a uniform methodology for analyzing impacts related to GHG emissions on global climate change, in the absence of any industry-wide accepted standards applicable to this project, the SCAQMD's significance threshold of 10,000 MTCO2e per year for industrial projects is the most relevant GHG significance threshold and is used as a benchmark for the project. It should be noted that the SCAQMD's significance threshold of 10,000 MTCO2e per year for industrial projects is intended for long-term operational GHG emissions. To provide guidance to local lead agencies, the SCAQMD established a significance threshold of 10,000 metric ton of CO_2e ($MTCO_2e$) per year significance threshold for industrial facilities (SCAQMD 2008, 2023). In addition, the AVAQMD and MDAQMD each have a significance threshold of 100,000 short tons of CO_2e (approximately 90,718 MTCO2e). VCAPCD, SJVACPD, EKAPCD, GBUAPCD, and NDEP do not have quantified GHG thresholds.

The proposed Project would generate GHG emissions from construction equipment, construction worker vehicles and heavy-duty haul trucks during temporary demolition activities. GHG emissions from on-road vehicles (i.e., haul trucks and worker vehicles) are estimated using CARB's EMFAC2021 emission factors. In addition, CARB's OFFROAD2021 GHG emission factors for off-road vehicles (i.e., rubber tired loaders and excavators) were used to generate emission values for demolition activities. Consistent with calculations in Section 3.3, *Air Quality*, demolition emissions are estimated using proposed Project-specific information based on equipment types and the demolition schedule provided by the Applicant (see Appendix B of this IS/MND). These values are then applied to the same construction phasing assumptions used in the criteria pollutant analysis in Section 3.3, *Air Quality*, to generate GHG emissions values for the proposed Project.

Industry standards recommend that construction project GHG emissions should be amortized over a 30-year project lifetime, so that construction GHG emissions are included as part of the operational GHG life cycle. However, after demolition, the Project site would be returned to its pre-construction condition; there are no proposed development or proposed operations for the site following the proposed demolition of the Gold Bond Gypsum Wallboard Facility. Thus, there would be no GHG emissions associated with the proposed Project once demolition is complete. Therefore, since no operational emissions would occur, the analysis compared total construction GHG emissions estimated for the proposed Project to be below the 10,000 $MTCO_2e$ threshold.

Proposed Project GHG emissions are shown in **Table 8,** *Project Demolition GHG Emissions*. As presented in Table 8, proposed Project demolition is estimated to generate a total of 710 $MTCO_2e$, over the duration of demolition activities, which is well below the 10,000 $MTCO_2e$ per year significance threshold for industrial facilities. Therefore, the proposed Project would not result in significant GHG emissions and impacts would be less than significant.

TABLE 8
PROJECT DEMOLITION GHG EMISSIONS

Year	CO_2e (Metric Tons)[a]
Year One	489
Year Two	221
Total Construction Emissions	**710**
Regional Management Districts Thresholds	
SCAQMD[b]	10,000
AVAQMD, MDAQMD (Short tons/Metric tons)[c,d]	100,000/90,718
Exceeds Threshold?	**No**

a Detailed emissions calculations are provided in Appendix B of this IS/MND
b SCAQMD, 2023. CEQA Significance Thresholds. March. https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25. Accessed May 2025.
c AVAQMD, 2016. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, August. Available: https://avaqmd.ca.gov/files/e5b34d385/AV%20CEQA%20Guides%202016.pdf. Accessed May 2025.
d MDAQMD, 2020. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, February. Available: https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638126583450270000. Accessed May 2025.
e The following air districts outside of the SCAQMD do not have applicable GHG thresholds: Ventura County Air Pollution Control District, San Joaquin Air Pollution Control District, Kern County Air Pollution Control District, Great Basin Unified Air Pollution Control District, and Nevada Division of Environmental Protection

SOURCE: ESA, 2025.

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

Less than Significant Impact. Proposed Project compliance with GHG emissions reduction plans, policies or regulations would result in a less-than-significant GHG impact. The analyses below demonstrate that the proposed Project is consistent with applicable GHG emission reduction plans, policies and regulations included within the CARB 2022 Scoping Plan for Achieving Climate Neutrality (2022 Scoping Plan), Southern California Association of Governments Connect SoCal 2024, and San Pedro Bay Ports CAAP 2017. The proposed Project would demolish the existing Gold Bond Gypsum Wallboard Facility to return the site to its pre-construction condition. All on-site utilities are anticipated to be demolished and capped at the existing meter/main for each. There are no proposed development or proposed operations for the site following the proposed demolition of the Gold Bond Gypsum Wallboard Facility. A summary of proposed Project compliance with all potentially applicable GHG emissions reductions plans, strategies, policies, and regulations is provided in **Table 9**, *Applicable GHG Emissions Reduction Strategies*, with additional discussion and analysis of the applicable GHG emission reduction plans, policies and regulations provided after Table 9. As discussed below, the proposed Project would be compliant with and would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of GHGs.

TABLE 9
APPLICABLE GHG EMISSIONS REDUCTION STRATEGIES

Strategy	Compliance with Strategy
2022 Scoping Plan (Assembly Bill 32 and Senate Bill 32 Strategies)	
Transportation, Technology, and Fuels, Climate Change Standards	**Compliant.** These are CARB enforced standards; vehicles that access the Project site are required to comply with the standards and would comply with these strategies. The CARB Advanced Clean Trucks Regulation requires manufacturers to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. The CARB Advanced Clean Fleets Regulation applies to fleets performing drayage operations, those owned by State, local, and federal government agencies, and high priority fleets and accelerates the market for zero-emission trucks, vans, and buses by requiring fleets that are well suited for electrification, to transition to zero-emission vehicles (ZEVs) where feasible. The Port of Long Beach CAAP supports these regulations, and the proposed Project would comply with applicable and required CAAP strategies.
Limit Idling Time for Commercial Vehicles	**Compliant.** The construction contractors and fuel delivery truck operators would be required to comply with applicable idling regulations. Certain vehicle types, such as concrete mixer trucks are exempt from these idling restriction regulations. These vehicle types are exempt since idling would be necessary to complete the vehicle function.
Use of Low Carbon or Alternative Fuels	**Compliant.** The proposed Project will use California fuels that are subject to the Low Carbon Fuel Standard regulations.
Waste Reduction/Increase Recycling (including construction and demolition waste reduction)	**Compliant.** Solid waste generated during construction of the proposed Project would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67), which requires at least 65 percent of all Project-related construction and demolition material waste diverted from landfills. The California Green Building Standards (CALGreen) Code also stipulates that 65 percent of construction waste shall be diverted.
Increase Water Use Efficiency	**No Conflict.** Not directly applicable to the proposed Project's construction activities, as the majority of the water used by the proposed Project during temporary construction activities is required by regulation for fugitive dust control. The proposed Project would have no operational impacts on water usage.
Port of Long Beach and City of Long Beach Strategies	
City of Long Beach General Plan – Mobility Element, The Mobility of Goods (October 15, 2013)	**No Conflict.** The City of Long Beach General Plan, Mobility Element was developed to improve the way people, goods, and resources are moved in Long Beach. As a temporary construction project with temporary demolition activities and no on-going operations, the proposed Project would not conflict the Mobility Element.
City of Long Beach, Sustainable City Action Plan (February 2010)	**Compliant.** The City of Long Beach, Sustainable City Action Plan is intended to guide operational, policy, and financial decisions to create a more sustainable Long Beach. Although the Plan is mostly focused on city property, buildings, and public transportation, some elements refer to port-activities. The Transportation section defers to the Port's CAAP for criteria pollutant emission reductions; GHG emission reductions are not explicitly addressed, but their reduction would be a co-benefit of CAAP compliance. The Project would comply with applicable and required CAAP strategies.
City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67)	**Compliant.** This municipal code regulation requires covered projects to divert at least 65 percent of all project-related construction and demolition material waste. There are exceptions for materials with low recyclability. Compliance with this regulation would ensure conformance with other construction waste recycling GHG emissions reduction policies. Solid waste generated during construction of the proposed Project would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program

Strategy	Compliance with Strategy
	(Municipal Code Chapter 18.67), which requires at least 65 percent of all project-related construction and demolition material waste diverted from landfills. The California Green Building Standards (CALGreen) Code also stipulates that 65 percent of construction waste shall be diverted.
Port of Long Beach Green Port Policy (2005)	**Compliant.** The Port of Long Beach Green Port Policy serves as a guide for decision making and established a framework for environmentally friendly Port operations. One of the policy's guiding principles is to promote sustainability. The Sustainability Element and related Sustainable Business Practices Administrative Directive identifies GHG-reducing measures such as recycling programs. Compliance with the City of Long Beach Construction and Demolition Recycling Program and implementation of air quality best management practices for construction activities would ensure conformance with the Green Port Policy.
SOURCE: CARB 2022; POLB and POLA 2017	

CARB 2022 Scoping Plan

The 2022 Scoping Plan for Achieving Carbon Neutrality was approved by CARB in December 2022, expanding on prior Scoping Plans and recent legislation, such as AB 1279, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or earlier (CARB 2022). To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes, reduction of short-lived climate pollutants, and mechanical carbon dioxide capture and sequestration actions. The 2022 Scoping Plan contains actions and strategies to meet GHG reduction goals in the following sectors: transportation, technology, and fuels; vehicles miles traveled; clean electricity grid; sustainable manufacturing and buildings; carbon dioxide removal and capture; short-lived climate pollutants; and natural and working lands.

As there would be no operational component to the proposed Project, most of the 2022 Scoping Plan actions and strategies would not apply to the proposed Project and therefore would not conflict with their implementation. The two 2022 Scoping Plan sectors that apply to the proposed Project include those related to transportation, technology, and fuels sector and clean electricity grid sector.

The proposed Project would not conflict with transportation, technology, and fuels sector because Project trucks and vehicles would comply with the Advanced Clean Cars II regulation and Advanced Clean Trucks regulation which help support the transition to zero-emission vehicles (ZEVs) under the 2022 Scoping Plan. The proposed Project would not conflict with the clean electricity grid sector as the proposed Project would utilize electricity from Southern California Edison which meets their Renewable Portfolio Standard goals.

Southern California Association of Governments Connect SoCal 2024

The proposed Project involves the demolition of the existing Gold Bond Gypsum Wallboard Facility and would have no operational component. As such, the proposed Project would not induce growth and would not conflict with the Connect SoCal 2024 goal of reducing regional vehicle miles travelled (VMT) per capita.

San Pedro Bay Ports CAAP

The 2017 CAAP incorporates two GHG emission reduction targets for the years 2030 and 2050:

- Reduce GHGs from port-related sources to 40 percent below 1990 levels by 2030.
- Reduce GHGs from port-related sources to 80 percent below 1990 levels by 2050.

After demolition, the Project site would be returned to a condition equivalent to or superior to its condition immediately prior to its commencement of the lease and there is no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. Therefore, the proposed Project would not conflict with the San Pedro Bay Ports CAAP.

Port of Long Beach Green Port Policy

Compliance with the City of Long Beach Construction and Demolition Recycling Program and implementation of air quality BMPs for construction activities through the Harbor Development Permit would ensure conformance with the Green Port Policy.

City of Long Beach Construction and Demolition Recycling Program

Solid waste generated during construction of the proposed Project would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67), which requires at least 65 percent of all proposed Project-related construction and demolition material waste diverted from landfills.

As discussed above, adherence to legal requirements, which is not considered as mitigation, would ensure the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of GHG emissions reductions. Therefore, GHG emission impacts are less than significant.

References

AVAQMD, 2016. CEQA and Federal Conformity Guidelines, August. Available at: https://avaqmd.ca.gov/files/e5b34d385/AV%20CEQA%20Guides%202016.pdf. Accessed January 2025.

CAPCOA, 2018. Draft Discussion: CEQA & Climate Change, December Available at: https://lci.ca.gov/docs/20181228-Discussion_Draft_Climate_Change_Adivsory.pdf. Accessed May 2025.

CARB, 2022. *2022 Scoping Plan for Achieving Carbon Neutrality,* December, p. 23. Available at: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf. Accessed May 2025.

Office of Land Use and Climate Innovation (LCI), 2008. Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review. Available at: https://lci.ca.gov/docs/june08-ceqa.pdf. Accessed May 2025.

MDAQMD, 2020.CEQA and Federal Conformity Guidelines, February. Available at: https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638126583450270000. Accessed May 2025.

POLB, 2023. Port Meets Clean Air Goals Ahead of Schedule, September 11. Available at: https://polb.com/port-info/news-and-press/port-meets-clean-air-goals-ahead-of-schedule-09-11-2023/. Accessed May 2025.

POLB and POLA, 2017. Final San Pedro Bay Ports Clean Air Action Plan 2017, November. Available at: https://cleanairactionplan.org/2017-clean-air-action-plan-update/#. Accessed May 2025.

SCAQMD, 2008. Board Letter. Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. Agenda No. 31. December 5. Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2. Accessed May 2025.

SCAQMD, 2023. CEQA Significance Thresholds. March. Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25. Accessed May 2025.

IX. Hazards and Hazardous Materials

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion

Would the Project:

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

Less than Significant with Mitigation Incorporated. Exposure of workers, the public, or the environment to hazardous materials could occur through improper transport, handling or use, disposal of, or the accidental release of hazardous materials or hazardous wastes. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors, such as residences, as well as communities that may be along the haul route of materials transported from the proposed Project, such as the Environmental Justice communities of Wilmington, Carson, and West Long Beach (SCAQMD 2019), which are in the vicinity of, or near the Project site.

The Phase I Environmental Site Assessment identified the below listed recognized environmental conditions (associated with the Gold Bond Gypsum Wallboard Facility.

Recognized Environmental Conditions (RECs)

- **Oil Wells**. According to the Phase I Environmental Site Assessment prepared for the premises, there are seven (7) wells on the Project site: five oil and gas wells that were plugged and abandoned between 1960 to 1997, one oil and gas well that has been active since 1938, and one waterflood well (a former oil and gas well) that has been active since 1989. The plugged and active wells would remain on-site in their current states. The proposed Project would not increase the rates of existing oil extraction or affect production and abandonment plans for any wells within the Project site. The plugged wells may require corrective measures in the future if the abandonment was not conducted properly and may be a source of methane gas. The historical oil operations (existing and abandoned) are considered a REC for the Site.
- **Rail Spur**. Significant staining was observed on the ballast and wooden railroad ties of the portion of the rail spur inside the warehouse building. Prior to the Site development in the 1960s, the rail spur was likely used for transporting materials associated with the oil and gas operations onsite and in the vicinity. The railroad ties may also have been maintained using herbicides and pesticides (which may have historically included lead and arsenic, and/or diesel). Aerial images indicate the presence of a rail spur dating to early development and use of the Site and the adjacent areas prior to the gypsum product operations. Historical rail operations both onsite and adjacent to the west and north of the Site are considered a REC for the Site.
- **Manufacturing Operations**. Manufacturing operations at the Site included handling and processing of raw materials, machine and equipment use and maintenance, handling, use, and management of various hazardous materials including oils and grease, and loading/unloading activities. At least two automatic greasing units were observed to automatically grease the conveyor through the kiln. Hazardous materials and waste appeared to be managed using good practice including use of secondary containment pallets, bermed and covered storage areas, and flammable cabinets. Historical practices used in hazardous materials and waste management likely varied from current practices and may have reasonably resulted in a release. Supporting systems were located in outside areas east of the warehouse (board plant) including air compressors and a water-cooling system.
- **Clarifiers**. Clarifiers located to the east of the warehouse (board plant) may have been impacted with fuels, oils, or other hazardous materials used; the fuels, oils, and other hazardous materials and may have been discharged to the subsurface or the sewer. Two three-stage clarifiers that have been out of service since 2020, previously used for drainage from air conditioning, a water tank, and rainwater, and hand sinks in the ready-mix area were observed to be empty during the Site reconnaissance. A third clarifier beneath the current waste and recycling receptable storage area was abandoned around the year 2000 using slurry fill; the condition of the clarifier could not be verified through visual inspection or Long Beach Fire Department (LBFD) records.
- **Suspected Underground Storage Tanks (USTs)**. A 12,000-gallon waste oil UST and a 20,000-gallon unknown UST are suspected to be on the premises. Both tanks are listed as active since July 1985, but LBFD records indicate that 12,000-gallon waste oil UST and a 20,000-gallon heat transfer oil UST were abandoned in place in 1987. Design drawings and plot plans provided by the Port show "oil tanks" (varying from 1 to 4) located east of the board plant and south of the electrical substation. Despite conflicting information on the maps, it is presumed that the two USTs are present at the location as shown on Figure 3f of the Phase I ESA.
- **Sump**. The sump located in the basement mechanical room of the office building may have been impacted by equipment oils and other hazardous substances used to maintain equipment located in the mechanical room.

- **Aboveground Storage Tank (AST)**. The red dye diesel AST located adjacent to the transfer house as part of the conveyor system from the storage dome to the mill building was situated in a secondary containment berm. Historical containment practices are unknown and may have resulted in a release.
- **Transformers**. Oil-filled transformers were observed at several locations throughout the Site including the SCE substation and were labeled as free of polychlorinated biphenyls (PCBs). The current equipment was likely updated at some point and may have replaced older transformers containing PCB-oil.
- **Oil Pipelines**. Oil pipelines have been or are currently located along Pier B Street and in the railroad corridor, along Edison Avenue to the Petro-Diamond, Inc. facility, in the wharf area of the Site, and in the City of Long Beach easement on the eastern boundary by the Baker Cold Storage Facility. While no spills or accidents have been reported onsite or on adjacent Sites, the potential for impacts to the subsurface from oil pipelines is elevated.
- **Oil Stains**. Observed oil staining combined with degraded/cracked pavement are considered RECs for the paved portions of the Site as indicated on Figures 3a through 3h of the Phase I ESA.
- **Groundwater: Baker Cold Storage**. Former wood treatment operations at the adjacent property to the east at 1710 Pier B Street, now operated by Lineage (formerly Baker Cold Storage) resulted in known contamination to soil and groundwater. The Site has vapor control measures in place but the subsurface contamination remains in place. Groundwater impacts have not been delineated in the Gold Bond lease area, but recent groundwater monitoring reports show that TPH, pentachlorophenol (PCP), and naphthalene have most likely migrated from Baker Cold Storage to the Gold Bond lease area. Groundwater flow direction is towards the Site in both shallow and deep groundwater.
- **Groundwater: Petro-Diamond, Inc. (PDI)**. Former UST leak at the adjacent PDI property to the west in under active oversight by the Los Angeles Regional Water Quality Control Board (LARWQCB). The single wall UST was present prior to occupation by PDI and was abandoned in place by PDI to prevent major impacts to the ongoing facility operations. There are significant groundwater impacts as a result of the leak.
- **Petroleum: PDI** Petroleum storage and distribution conducted at the adjacent PDI property to the west is considered a REC due to the potential for impacts to the Site in the event of any release or accident at the PDI facility including trucks traveling on Edison Avenue adjacent to the Site.

The ESA revealed the following controlled RECs (cRECs):

- **AST**. The facility previously used a Western Precipitation Holo-Flite™ unit, an industrial heat exchange system to remove moisture from stucco material. An estimated 25,000-gallon AST containing heat-transfer oil was located along the eastern boundary of the Site and connected directly to the Holo-Flite™ equipment adjacent to the mill building to the north (east of the board plant). The equipment was located within a concrete pit (10-feet wide by 10-feet long by 4-feet deep) to capture overflow oil spills and was removed in 2011. Petroleum-impacted soil beneath the equipment was removed at the same time (Tetra Tech, 2025). A Port of Long Beach Harbor Development Permit recorded in 2000 shows a fuel oil storage tank located south of the SCE electrical substation; the tank is not indicated to be above or below ground and was not observed during Site reconnaissance. It is presumed that the indicated tank is the former heat-transfer oil AST. The impacts from the AST and heat exchange system were addressed.
- **Manufactured Gas Plant (MGP).** Former MGP was located at the adjacent property to the west at the intersection of Edison Avenue and Pier B Street where the Toyota Logistics Services is currently located. The former MGP is under the oversight of DTSC and the extents are under a land use covenant.

- **Toyota Logistics Services (TLS)**. Vehicle processing operations at the adjacent TLS property to the west may include the usage and handling of hazardous materials and waste. However, the property has been developed and addressed soil contamination.
- **UST**. Former UST leak at the adjacent TLS property to the west was addressed by the LARWQCB but closure was based on the Low Threat Closure Policy which allows contamination to remain in place. However, the contamination left in place is not considered a threat to the Site based on estimated groundwater flow direction toward the northwest. Since the threat was assessed by the LARWQCB, the former UST leak is considered to be a cREC. Closure letters were issued in 1996 and 2015.

This ESA has revealed the following conditions that are considered *de minimis* which is defined as conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies but may warrant additional investigation to verify:

- PCBs and/or mercury may be present in fluorescent light ballasts.
- Paint may be lead-based or lead-containing.
- Water damage observed appears to have resulted in the presence of mold.

The Phase I Environmental Site Assessment did not include an assessment of asbestos-containing materials (ACMs), lead-based paint (LBP) and mold conditions or water damage, which given the buildings on-site were constructed before ACMs and LBPs were banned in the state of California, may be present.

As noted in Section 2, *Project Description*, following issuance of the HDP by the POLB, pre-demolition activities would include preparation of general submittals, conducting a final preconstruction survey and securing permits/providing required agency notifications. Licensed contractors would generate work plans required by the Development Permit as well as applications and required plans to support submittals to the City of Long Beach, notifications to the South Coast Air Quality Management District (SCAQMD) for asbestos and demolition related activities and for coverage under the 2022 Construction Stormwater General Permit, Order 2022-0057-DWQ (Construction Stormwater NDPES permit).

Due to the age of the structures, equipment and appurtenances, electrical equipment containing “PCBs, and universal wastes may be present. A Hazardous Materials Pre-Demolition Survey would be prepared by a contractor certified by the California Division of Occupational Safety, and the analysis will be consistent with U.S. Environmental Protection Agency (EPA), DTSC, and SCAQMD regulations. In addition, the survey would identify any universal wastes (e.g., batteries, non-empty aerosol cans, florescent lights, mercury-containing electronic components, Cathode Ray Tubes/electronic wastes, etc.). Prior to the demolition of the buildings and appurtenances, the abatement of any such identified materials would be performed in accordance with applicable regulatory requirements.

In addition to non-hazardous wastes, demolition waste, and recyclable materials, reasonable worst-case estimates of the volumes of soils potentially contaminated with total petroleum hydrocarbons (TPH), which assumes excavation of contaminated soil at two locations with approximate excavation dimensions of 25’(W) x 25’(L) x 10’(D) each; ACM, lead paint (both hazardous and non-

hazardous), PCBs and universal wastes were estimated based on a preliminary site survey prepared by Titan Demolition Inc. Licensed waste management facilities would receive and manage these wastes. It was estimated that approximately 700 tons of TPH impacted soils would need to be removed from the Project site.[6]

According to the Phase I Environmental Site Assessment, historical records of the adjacent property to the east encountered groundwater at a depth of 2 to 14 feet bgs (Tetra Tech, 2025). These historical records confirm the presences of shallow groundwater, indicating a potential for groundwater to rise to within 10 feet bgs at the Project site. Thus, the Project could encounter groundwater contamination because excavation is anticipated to be deep enough to encounter groundwater that may be contaminated from current or prior land uses or the deposition of undocumented fill.

To ensure the proper management of any contaminated demolition material, fill, soil, and groundwater and to reduce the risk of impacts to construction workers, the public, or the environment, the proposed Project implement Mitigation Measure MM-HAZ-2, which requires the preparation and implementation of a Site Management Plan (SMP), prior to proposed Project demolition.

The proposed Project would comply with all applicable federal, state, and local requirements for the use, storage, transport and management of hazardous materials, including, but not limited to the Resource Conservation and Recovery Act (RCRA), Hazardous Materials Transportation Act (HMTA), DTSC regulations, federal and state Occupational Safety and Health Regulations, SCAQMD rules, and permits and associated conditions issued by the Port of Long Beach, and City of Long Beach Building and Safety Bureau. Transport of hazardous materials and hazardous wastes are regulated by Section 31303 of the California Vehicle Code; Section 31303 includes the requirement (in part) for transporters to use state or interstate highways which offer the least overall transit time and avoid, whenever practicable, residence districts, which would include congested thoroughfares, places where crowds are assembled, and residence districts, which would include residential districts and communities which may be along the haul route of materials transported from the Project site.

While the proposed Project's compliance with all applicable rules, regulations, and regulations would ensure the proper transport, handling, use, disposal of, and handling of the accidental release of hazardous materials or hazardous wastes, to manage the risk of exposure of hazardous materials to workers, the public, and the environment, and reduce the impact associated with hazards and hazardous materials to less than significant, the Applicant would implement Mitigation Measure MM-HAZ-1 Site-Specific Health and Safety Plan and MM-HAZ-2 Site Management Plan.

With the implementation of Mitigation Measures MM-HAZ-1 and MM-HAZ-2, impacts related to Hazards and Hazardous Materials would be less than significant.

6 Total petroleum hydrocarbon (TPH) impacted, non-hazardous waste would be sent to Waste Management, Simi Valley, CA. Asbestos impacted material would be sent to Waste Management, Azusa, CA. Lead (non-RCRA) would be sent to Clean Harbors, Button Willow or to Waste Management, Kettleman, CA. Lead hazardous waste would be sent to US Ecology, Beatty, NV.

Mitigation Measures

To ensure the proper management of any contaminated demolition material, fill, soil, and groundwater and to reduce the risk of impacts to construction workers, the public, or the environment, the proposed Project would be required to implement **Mitigation Measure MM-HAZ-1**, which requires compliance with California Occupational Safety and Health Administration requirements to address potential exposures to hazardous materials, and **Mitigation Measure MM-HAZ-2** which requires the preparation and implementation of a Site Management Plan, prior to proposed Project demolition. Groundwater management is included because excavation is anticipated to be deep enough to encounter groundwater that may be contaminated from current or prior land uses or the deposition of undocumented fill.

> **MM-HAZ-1: Site-Specific Health and Safety Plan.** Prior to demolition activities, the Applicant or its contractor shall prepare a Site-Specific Health and Safety Plan (SHSP) in compliance with Occupational Safety and Health Administration (OSHA) Safety and Health Standards (29 CFR 1910.120) and Cal/OSHA requirements (8 CCR, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6725). To address potential impacts or risks to workers and the public, the SHSP shall include hazard identification, monitoring, and action levels for potential contaminated soils and/or subsurface vapors encountered during demolition activities; requirements for worker training and regular meetings regarding site-specific hazards and protocols, use and maintenance of personal protection equipment, emergency response procedures, and documentation and reporting requirements. At least three (3) days prior to the commencement of demolition of activities, the Applicant shall submit the SHSP via email to the POLB Director of Environmental Planning at: CEQA@polb.com. The SHSP shall be available at the Project site for the duration of demolition activities and for review upon request on the Project site.
>
> **MM-HAZ-3: Site Management Plan**. Prior to the commencement of demolition activities or ground-disturbing activities, the Applicant or its contractor shall develop and implement a Site Management Plan (SMP) for the management of demolition materials (including clarifiers), suspected USTs, soil, fill, soil gas, and groundwater, and any contaminated materials, if encountered.
>
> Sampling, testing, and analysis shall be conducted in accordance with appropriate California and local guidelines [e.g., Department of Toxic Substances Control (DTSC), California Environmental Protection Agency (CalEPA), and Los Angeles Regional Water Quality Control Board (LARWQCB)]. The SMP shall include soil sampling provisions to determine the extent of soil contamination around the suspected USTs and clarifier from possible leaks. Any soils qualifying as hazardous waste under regulations, such as 22 C.C.R. § 66262.11 or other regulations identified in the SMP, and/or soils that include concentrations of chemicals that exceed applicable State Office of Environmental Health Hazard Assessment (OEHHA) California Human Health Screening Levels (CHHSL), shall be subject to site-specific soil removal, treatment, and disposal measures included in the SMP to comply with applicable federal, State, and local overseeing agencies requirements to prevent unacceptable exposure of hazardous materials to construction workers, the

environment or the public from contaminated soils or soil vapors during construction. The SMP shall include the following, at a minimum:

- Site description, including the hazardous materials that may be encountered.
- Roles and responsibilities of onsite workers, supervisors, and the regulatory agency.
- Training for site workers focused on the recognition of and response to encountering hazardous materials.
- Protocols for the materials (soil and/or dewatering effluent) testing, handling, removing, transporting, and disposing of all excavated materials and dewatering effluent in a safe, appropriate, and lawful manner.
- Confirmation sampling to verify that the remaining soil and/or groundwater at the site does not have chemical concentrations above screening levels for the applicable planned land use.
- Identification of licensed disposal sites permitted to accept the waste materials.
- Reporting requirement to the overseeing regulatory agency, documenting that site activities were conducted in accordance with the SMP.

At least ninety (90) days prior to the commencement of demolition activities, the Applicant shall submit the SMP electronically via email to CEQA@polb.com for review and approval by the POLB Director of Environmental Planning.

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

Less than Significant with Mitigation Incorporated. Demolition activities and demolition equipment associated with the proposed Project may involve use of limited quantities of gasoline, diesel fuel, hydraulic fluid, solvents, and oils and other uses within the Project site along with handling potentially contaminated demolition materials, fill, soil and groundwater. The use, handling, storage, and disposal of these materials could increase the opportunity for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials. These materials would be transported along roadways and temporarily stored on-site. All potentially hazardous materials used during demolition activities would be used and disposed of in accordance with manufacturers' specifications and instructions, thereby reducing the potential risk for upset and accident conditions of hazardous materials use. In addition, there are regulations aimed at establishing specific guidelines regarding risk planning and accident prevention, protection from exposure to specific chemicals, and the proper storage of hazardous materials. The proposed Project would comply with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials, including, but not limited to the RCRA, HMTA, California Hazardous Waste Control Law, federal and state Occupational Safety and Health Acts, SCAQMD rules, and permits and associated conditions issued by the City of Long Beach Building and Safety Bureau. In addition, the proposed Project would implement a Site Management

Plan (SMP), as discussed in Response a), above, per Mitigation Measure MM-HAZ-2. Adherence to legal requirements and implementation of Mitigation Measure MM-HAZ-2 would minimize risks of upset and accident conditions involving the release of hazardous materials into the environment and reduce potentially significant impacts to a less than significant level.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. There are no existing or proposed schools within the POLB, Port of Los Angeles (POLA), or within 0.25-mile of the Project site. Within the City of Long Beach, the nearest existing school to the Project site is Juan Rodriguez Cabrillo High School, located approximately 0.9 miles north of the Project site. However, potentially contaminated demolition debris and soils would need to be transported to landfill facilities that can handle hazardous waste and may pass within 0.25-miles of a school. As stated under Response b) above, adherence to regulations for transportation of hazardous materials including the RCRA, HMTA, California Hazardous Waste Control Law, federal and state Occupational Safety and Health Acts, SCAQMD rules, and permits and associated conditions issued by the City of Long Beach Building and Safety Bureau and with no schools directly within 0.25-miles of the Project site, would result in less than significant impacts.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than Significant with Mitigation Incorporated. Section 65962.5 of the California Government Code requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. Based on the Phase I Environmental Site Assessment, the Project site is not listed on DTSC's Envirostor database, LARWQCB Geotracker database, list of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the State Water Board, or Cortese lists. However, the Project site and surrounding properties were listed on several hazardous waste-related databases, which are generally associated with the reporting and tracking of hazardous waste materials and are not typically indicative of a release or spill at the Project site. To ensure the proper management of any contaminated demolition material, fill, soil, and groundwater and to reduce the risk of impacts to construction workers, the public, or the environment, the proposed Project implement Mitigation Measure MM-HAZ-2, which requires the preparation and implementation of a SMP, prior to proposed Project demolition. Groundwater management is included because excavation is anticipated to be deep enough to encounter groundwater that may be contaminated from current or prior land uses or the deposition of undocumented fill. The implementation of this mitigation measure would conservatively reduce potentially significant impacts related to the proposed Project's location on a hazardous materials site to a less than significant level.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project site is not located within an airport land use plan or within 2 miles of an airport. The nearest airport is the Long Beach Airport, 4.5 miles northeast of the Project site. Therefore, the proposed Project would not expose people in the Project vicinity to excessive noise levels from airport use and no impact would occur.

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

Less than Significant Impact. The proposed Project would be contained entirely within the Project site and served by the Long Beach Fire Department for fire protection services, the Long Beach Police Department for police protection services, and Long Beach Harbor Patrol for emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services. The proposed Project activities would not occur in main public roadways and would not result in temporary blockage or closure of local access routes within the POLB. Proposed Project activities would occur within the Gold Bond Gypsum Wallboard Facility footprint and would not involve modifications to the Harbor Department roads. Therefore, implementation of the proposed Project would not interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. There are no wildlands within the Project site or in the general Project vicinity. According to the California Department of Forestry and Fire (CAL FIRE), the Project site is designated as being Outside State Responsibility Area and is not located within a High Fire Risk Area (HFRA) (CAL FIRE, 2025). Furthermore, according to the City of Long Beach Public Safety Element, the Project site is within a Least Critical Fire Hazard Area (COLB, 1975). The proposed Project includes demolition of on-site facilities and there are no planned construction activities post-demolition. Therefore, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Therefore, no impacts would occur.

References

California Department of Forestry and Fire Services (CAL FIRE), 2025. Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed May 25, 2025.

City of Long Beach, 1975. Public Safety Element. Available at: https://longbeach.gov/lbcd/planning/advance/general-plan/. Accessed May 25, 2025.

Tetra Tech, Inc, 2025. Phase I Environmental Site Assessment of the Gold Bond Facility 1850 Pier B Street, Long Beach, CA. May 14, 2025. Refer to Appendix C of this IS/MND.

South Coast Air Quality Management District (SCAQMD). 2019. Assembly Bill (AB) 617 Community Air Initiatives Community Emissions Reduction Plan. Wilmington, Carson, West Long Beach. https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/final-cerp-wcwlb.pdf?sfvrsn=8. Accessed on May 25, 2025.

X. Hydrology and Water Quality

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion

Would the Project:

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

Less than Significant Impact. The proposed Project involves the demolition of the Gold Bond Gypsum Wallboard Facility. The Project Applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, including the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs) to minimize soil erosion/sedimentation and other runoff from the Project site from entering the storm drains during the demolition period. The site-specific SWPPP would be prepared prior to the Project's construction activities and would be implemented during Project construction. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures

(e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by POLB. Discharges of dewatering effluent, if necessary, would also be conducted in compliance with a separate NPDES permit or other applicable regulatory requirements. Compliance with all applicable federal, State, and local requirements would reduce the potential for proposed Project demolition to result in the release of contaminants into the storm drain system or groundwater, which would preclude the proposed Project from causing a violation of any adopted water quality standards or waste discharge or treatment requirements during demolition activities.

Post-demolition activities would increase pervious surfaces on-site thereby decreasing the potential for surface runoff. The Project site would remain in a permeable condition and the surface would be stabilized for erosion control to secure the soil and prevent stormwater runoff. This would allow surface water to percolate into the underlying soils or evaporate and avoid surface runoff. As discussed above, contaminated soils, if encountered, would be removed from the Project site, as part of the proposed Project. There are currently no proposed development or proposed operations for the site following the proposed demolition of the Gold Bond Gypsum Wallboard Facility. Any future use of the site would require environmental review, at which time construction and operational water quality impacts would be evaluated. Therefore, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality and impacts regarding water quality and discharge requirements would be less than significant.

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

Less than Significant Impact. The proposed Project involves the demolition of all existing improvements on the Project site with the exception of the onsite rail spur. Based on the City of Long Beach Seismic Element, the highest groundwater level at the Project site is estimated to be less than 10 feet bgs (City of Long Beach, 1988). Specifically, according to the Phase I Environmental Site Assessment prepared for the proposed Project (**Appendix C**), historical records of the adjacent property to the east encountered groundwater at a depth of 2 to 14 feet bgs (Tetra Tech, 2025). These historical records confirm the presence of shallow groundwater, indicating a potential for groundwater to be within 10 feet bgs at the Project site.

If groundwater is encountered during excavation, temporary dewatering would be required, and the demolition contractor would be expected to manage the groundwater/dewatering process, including any disposal of wastewater in accordance with applicable NPDES permit and requirements. The POLB does not allow active dewatering, which is defined as “removal of water from the ground that results in the lowering of the groundwater table outside of trenching and excavation areas.” Any dewatering would be temporary and cease when excavation is complete. Thus, dewatering during excavation would not affect groundwater recharge, as there would be a minimal net deficit in groundwater volume or lowering of the local groundwater table level. Thus, excavation impacts would be less than significant.

Currently, the Project site is primarily impervious, occupied by the Gold Bond Gypsum Wallboard Facility and associated structures. The proposed Project includes the removal of all existing improvements with the exception of the onsite rail spur. On-site activities during demolition requiring water would be used from the existing water main connection and would not utilize groundwater for on-site dust control, which would not affect groundwater levels. Following the construction activities, the Project site would remain in a permeable condition and the surface would be stabilized for erosion control to secure the soil and prevent stormwater runoff, thereby increasing the potential for infiltration. Therefore, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed Project would impede sustainable groundwater management to the basin. Groundwater in the Project vicinity has been excluded by the State as a drinking water resource (POLB, 2006). Thus, the proposed Project would not affect groundwater recharge as there would be a minimal net deficit in groundwater volume or lowering of the local groundwater table level, and impacts would be less than significant.

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

i) Result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. The proposed Project does not include any alteration to a stream or river course because there are none in the vicinity. Soil disturbance would temporarily occur during Project construction activities. Disturbed soils may be susceptible to erosion from wind and rain, however, compliance with the NPDES Construction General Permit, which requires the preparation and implementation of a SWPPP, would reduce airborne dust on-site. The SWPPP would describe BMPs to prevent sediment and other pollutants from leaving the site and entering waterways. There are currently no proposed development or future operations for the site following the proposed demolition of the Gold Bond Gypsum Wallboard Facility.

The proposed Project would alter the existing drainage pattern of the site or area by removing above ground structures as well as stormwater management systems. However, following the construction activities, the Project site would remain in a permeable condition and the surface would be stabilized for erosion control to secure the soil and prevent stormwater runoff. Therefore, the proposed Project would not alter the course of a stream or river, in a manner which would result in on- or off- site flooding or would exceed the capacity of existing or planned stormwater drainage systems. Impacts related to stormwater drainage systems and drainage patterns would be less than significant.

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

Less than Significant Impact. The proposed Project would alter the existing topography or drainage patterns on- or off-site due to the removal of existing on-site facilities and stormwater management systems. According to the Phase I Environmental Site Assessment prepared for the proposed Project, stormwater from the area around the office building currently discharges to the City of Long Beach municipal storm drain system on Pier B Street which later discharge to Channel 2 east of the Baker Cold Storage Facility. The drainage swales on the western and eastern

boundaries discharge directly to Channel 2. The proposed Project would remove all stormwater systems and return the site to its original conditions, increasing pervious surfaces on-site compared to existing conditions. The proposed Project would be permeable post-demolition to allow stormwater to infiltrate into the underlying soils, which would reduce the potential for stormwater runoff and flooding. The Project site would also be generally flat with a gradual slope to the south to avoid ponding.

Based on a review of the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer (NFHL) Viewer, the Project site is located within an Area of Minimal Food Hazard (Zone X) (FEMA, 2025). Since the Project site would be returned to its original condition and would be permeable post-demolition, the majority of stormwater on the Project site would infiltrate into the underlying soils. Also, the surface would be stabilized for erosion control to secure the soil and prevent soils from entering into the stormwater runoff. While a small amount of runoff could occur during heavy rainfall that would be directed to drainage facilities along Pier B Street, such amount would be a small percentage compared to existing conditions. Thus, the proposed Project would not result in flooding on- or off-site. Impacts related to surface water runoff would be less than significant.

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

Less than Significant Impact. As previous discussed in *Hydrology* Impacts *X.a (i)* and *X.a (ii)* above, the proposed Project would alter the drainage pattern of the Project site by removing all existing on-site facilities and stormwater management systems. The Project site surface is currently mostly impervious due to the presence of the Gold Bond Gypsum Wallboard Facility and associated structures. Post-demolition, the Project site would be permeable allowing water to infiltrate into the underlying soils. Also, the surface would be stabilized for erosion control to secure the soil and prevent stormwater runoff. The implementation of BMPs on-site during construction would prevent potential pollutants on-site that could potentially be carried in stormwater runoff and enter the receiving water. Compliance with the NPDES Construction General Permit, requiring the preparation and implementation of a SWPPP and BMPs to minimize soil erosion/sedimentation and other runoff would minimize the likelihood of polluted runoff entering the watercourse.

Therefore, the proposed Project would not create or contribute additional runoff water which would exceed the capacity of existing or planned stormwater drainage systems. While some runoff from the site would still occur, the increase in permeability compared to the pre-demolition conditions would reduce the overall volume of runoff, and the implementation of the SWPPP and BMPs would prevent substantial sources of polluted runoff. Therefore, impacts related to runoff water would be less than significant.

iv) Impede or redirect flood flows?

Less than Significant Impact. Based on a review of the FEMA NFHL Viewer, the Project site is located within an Area of Minimal Flood Hazard (Zone X) (FEMA, 2025). The proposed Project would alter existing drainage patterns by removing existing on-site facilities and stormwater

management systems. During construction, implementation of the SWPPP and BMPs would reduce runoff and minimize flooding potential on-site. Post-demolition, the Project site would be permeable allowing most of the stormwater to infiltrate into the underlying soils. The surface would be covered with crushed rock or gravel for erosion control. The site stabilization would help to slow down the velocity of stormwater runoff that does occur, while the permeable surface would allow most of the water to permeate into the ground. Therefore, the proposed Project would not be susceptible to significant flood damage and impacts would be less than significant.

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

Less than Significant Impact. As previously mentioned, the Project site is located within an Area of Minimal Flood Hazard (Zone X) (FEMA, 2025). In addition, according to the National Levee Database, the Project site is within the Los Angeles River/Compton Creek 1 Leveed Area (approximately 7.49 square miles), which protects the site from flooding (USACE, 2024).

According to FEMA, National Inventory of Dams (NID), the nearest dam to the Project site is the Palos Verdes Reservoir dam, located approximately 5.9 miles west of the Project site (FEMA, 2024). Due to the distance of the Palos Verdes Reservoir Dam to the Project site, a dam failure would not directly impact the Project site, and the risks are considered less than significant. A seiche, which is a standing wave in an enclosed body of water, is not a concern because the Project site is not located within or adjacent to a large, enclosed body of water like a reservoir or lake. Therefore, impacts regarding dam failure and seiches would be less than significant.

A tsunami is a sea wave of local or distant origin that results from large-scale seafloor displacements associated with large earthquakes, major submarine slides, or violent underwater volcanic eruptions (City of Long Beach, 2023). The proposed Project would not risk the release of pollutants from inundation during a tsunami event. Based on the City of Long Beach Local Hazard Mitigation Plan, the Project site is within a Tsunami Hazard Area (City of Long Beach, 2023). However, the Project involves the demolition the existing Gold Bond Gypsum Wallboard Facility and would not involve the construction of new structures or introduce new sources of pollutants that would be vulnerable to a tsunami. The Construction General Permit would require the implementation of BMPs during the demolition activities to minimize the risk of any potential pollutants, such as those in soil, from being released and transported by floodwater. t

Based on the above, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flood hazard, tsunami, or seiches. Impacts would be less than significant.

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

Less than Significant Impact. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles Region, which includes the City of Long Beach, and is the basis for the Los Angeles Regional Water Quality Control Board (RWQCB) regulatory programs (California Water Boards, 2014).

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan (DWR, 2014). The City of Long Beach is located within the Coastal Plain of Los Angeles – West Coast groundwater basin, which is designated as a Very Low priority basin (DWR, 2020). Therefore, no groundwater sustainability plan has been established for this basin. However, the Water Replenishment District of Southern California (WRD) developed the Groundwater Basins Master Plan, which identifies projects and programs to enhance basin replenishment, increase reliability of groundwater resources, and improve and protect groundwater quality in the Los Angeles West Coast and Central groundwater basins (WRD, 2016).

The proposed Project would demolish the Gold Bond Gypsum Wallboard Facility, with no currently proposed development, uses, or operations post-demolition. As previously stated, on-site activities during demolition requiring water would be used from the existing water main connection and would not utilize groundwater for on-site dust control. Disposal of any water at the site would be in accordance with applicable NPDES requirements. No new land uses are proposed that would involve increased demand for groundwater supplies and the proposed Project would be permeable post-demolition to allow water to infiltrate into the underlying soils instead of creating runoff and would therefore not adversely impact water quality. The Project's demolition activities would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts related to water quality control or groundwater management plan would be less than significant.

References

California Department of Water Resources (DWR), 2014. SGMA Groundwater Management. Available at: https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management. Accessed April 17, 2025.

DWR. 2020. Sustainable Groundwater Management Act 2019 Basin Prioritization Dashboard. Available at: https://gis.water.ca.gov/app/bp-dashboard/final/. Accessed April 17, 2025.

California Regional Water Quality Control Board, Los Angeles Region. Resolution No. 98-018, November 2, 1998. Available at: https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/tmdl/docs/1998-018_SB_RSL.pdf. Accessed August 19, 2025.

California Water Boards, 2014. Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties- Chapter 1: Introduction. Available at: https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/2020/Chapter_1/Chapter_1.pdf. Accessed April 17, 2025.

City of Long Beach, 1988. Seismic Safety Element. Available at: https://longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/seismic-safety-element_reduced. Accessed April 17, 2025.

City of Long Beach, 2023. Local Hazard Mitigation Plan. Available at: https://www.longbeach.gov/globalassets/disaster-preparedness/media-library/documents/emergency-preparedness-plans/long-beach-natural-hazard-mitigation-plan-2023. Accessed April 17, 2025.

FEMA, 2024. FEMA's NID. Available at: https://nid.sec.usace.army.mil/#/dams/search/sy=@countyState:Los%20Angeles,%20California&viewType=map&resultsType=Dam%20Details&advanced=true&hideList=false&eventSystem=false. Accessed April 17, 2025.

FEMA, 2025. FEMA's NFHL Viewer. Available at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed April 17, 2025.

U.S. Army Corps of Engineers (USACE), 2024. National Levee Database. Available at: https://www.arcgis.com/apps/mapviewer/index.html?layers=87acff1ba86c40098b59472292de3d11. Accessed April 17, 2025.

WRD, 2016. Groundwater Basins Master Plan. Available at: https://www.wrd.org/files/a784a9e7b/Groundwater+Basins+Master+Plan%2C+2016.pdf. Accessed April 17, 2025.

XI. Land Use and Planning

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion

Would the Project:

a) Physically divide an established community?

No Impact. The Project site is located on Pier B at the POLB. There are no residential areas, uses, or communities within the Project site or in the POLB. Therefore, the proposed Project would not physically divide an established community. No impact related to the physical division of an established community would occur as a result of the proposed Project.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed Project would not conflict with the site's PMP permitted uses. The proposed Project would demolish the existing improvements on the Project site and would return the site to pre-construction conditions. There are currently no proposed development, operations, or new uses for the site following the proposed demolition of the Gold Bond Gypsum Wallboard Facility. As such, the proposed Project would be consistent with the applicable permitted uses of the PMP.

The Project site is within the Coastal Zone, which requires compliance with the California Coastal Act (CCA) as administrated by the California Coastal Commission (CCC). The CCC certified the PMP, as amended in 1990, which ensures that activities guided by the PMP would also be consistent with the policies of the CCA. As such, the proposed Project would not conflict with the CCA, as it would return the Project site to pre-construction conditions.

The Project site has a zoning designation of Port-related Industrial (IP) (City of Long Beach 2023a, 2023b). Land uses designated as IP are established to preserve and enhance areas for maritime industry and marine resources. Permitted uses in the IP zone are primarily port-related or water dependent but may also include water-oriented commercial and recreational facilities primarily serving the public, and utility installations and rights-of-way. Since the proposed Project involves no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the Gold Bond Gypsum Wallboard Facility, the proposed Project would not conflict with the existing zoning regulations.

The proposed Project would also comply with plans and policies related to Air Quality, Biological Resources, GHG, Noise, and Transportation and with City of Long Beach General Plan elements, notably the Conservation Element, 1973, Land Use Element, 2019, Mobility Element, 2019, Urban and Design Element, 2019 and the City of Los Angeles General Plan Framework Element, 1996 and Conservation Element, 2001. Please see the respective sections in this IS/MND for details.

The proposed Project would comply with all existing land use plans and regulations and would not have any significant impact on the environment due to any conflicts with such plans and regulations. No impact would occur.

References

City of Long Beach. 2023a. Zoning and Land Use Web Map. Available at: https://maps.longbeach.gov/maps/LongBeachCA::zoning-and-land-use-1/explore?location=33.779709%2C-118.185699%2C13.95. Accessed May 7, 2025.

City of Long Beach. 2023b. City of Long Beach Zoning Districts. Available at: https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/maps/zoning-maps/citywide-zoning-map_50x50_7_2023. Accessed May 7, 2025.

POLB. 1990. Port of Long Beach Port Master Plan (PMP). Available at: https://polb.com/port-info/mission-vision/#master-plan-update. Accessed on May 7, 2025.

XII. Mineral Resources

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒	☐

Discussion

Would the Project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less Than Significant Impact. The Project site is located in a highly developed area and is surrounded predominantly by industrial land uses. According to the DOC, Mineral Land Classification Map, the Project site is not located within a Mineral Resource Zone where geologic data indicates the presence of significant mineral resources (DOC, 2025a).According to the Project's Phase I Environmental Site Assessment, there are seven (7) wells on the Project site: five oil and gas wells that were plugged and abandoned between 1960 to 1997, one oil and gas well that has been active since 1938, and one waterflood well (a former oil and gas well) that has been active since 1989. The plugged and active wells would remain on-site in their current states. The proposed Project would not increase the rates of existing oil extraction or affect production and abandonment plans for any wells within the Project site. The proposed Project would leave the plugged and active wells in their current active/inactive states. Therefore, the proposed Project would have a less than significant impact on the availability of a known mineral resource because it would not impair access to the existing oil wells or affect their operation, and the site is not located in a designated mineral resource zone that would be of value to the region and the residents of the State.

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

Less Than Significant Impact. As stated above, there are seven (7) wells on the Project site: five oil and gas wells that were plugged and abandoned between 1960 to 1997, one oil and gas well that has been active since 1938, and one waterflood well (a former oil and gas well) that has been active since 1989. The plugged and active wells would remain on-site in their current states. The proposed Project would not increase the rates of existing oil extraction or affect production and abandonment plans for any wells within the Project site. The proposed Project would leave the plugged and active wells in their current active/inactive states. The proposed Project would not increase the rates of existing oil extraction or affect production and abandonment plans for any wells within the Project site. There are currently no proposed development, operations, or new uses for the site following the proposed demolition of the Gold Bond Gypsum Wallboard Facility. Thus,

the proposed demolition activities would not result in the loss of availability of a locally important mineral resource. Therefore, the impacts associated with the proposed Project would be less than significant.

References

CCR, Title 14, Division 2. Department of Conservation (DOC), Chapter 4. Development, Regulation, and Conservation of Oil and Gas Resources, Subchapter 1. Onshore Well Regulations, Article 2. Definitions. Available at: https://www.conservation.ca.gov/calgem/general_information/Documents/UIC_regs_workshop/Final%20Text%20of%20the%20UIC%20Regulations%20(Clean).pdf#:~:text=%28t%29%20%E2%80%9CWaterflood%20injection%20well%E2%80%9D%20means%20an%20injection%20well,of%20enhancing%20the%20hydrocarbon%20recovery%20of%20producing%20wells. Accessed May 26, 2025.

DOC. 2025a. California Geologic Survey Information Warehouse, Mineral Land Classification. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed May 26, 2025.

XIII. Noise

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dBA, regardless of the initial sound level; i.e., 60 dBA plus 60 dBA equals 63 dBA. However, where noise levels of different levels are combined, the change in noise level would be less than 3 dB; i.e., 70 dBA plus 60 dBA equals 70.4 dBA.

Noise that is experienced at any receiver can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction.

City of Long Beach General Plan Noise Element

The City of Long Beach Noise Element considers the impacts from transportation sources of noise with standards as shown in **Table 10**, *City of Long Beach Allowable Noise Exposure from Transportation Sources* (as reproduced from Table N-5 in the City of Long Beach General Plan Update Noise Element [2023]).

TABLE 10
CITY OF LONG BEACH ALLOWABLE NOISE EXPOSURE FROM TRANSPORTATION SOURCES

Land Use		L_{dn} (dBA)	
Place Type	**Uses**	**Interior[1,2]**	**Exterior[3]**
Open Space Open Space (OS)	Playgrounds, neighborhood parks	N/A	70
	Golf Courses, riding stables, water recreation, cemeteries	N/A	N/A
Neighborhoods Founding and Contemporary Neighborhood (N) Multi-Family Residential-Low (MRF-L) Multi-Family Residential-Moderate (MRF-M)	Single-family, duplex and multiple-family	45	65
	Mobile home park	N/A	65
Mixed Use Neighborhood-serving Center or Corridor-Low (NC-L) Neighborhood-serving Center or Corridor-Medium (NC-M) Transit-Oriented Development-Low (TOD-L) Transit-Oriented Development-Moderate (TOD-M)	Single-family	45	65
	Mobile home park	N/A	65
	Multiple-family, mixed use	45	65[4]
	Transient lodging-motels, hotels	45	65
	Sports arenas, outdoor spectator sports	N/A	N/A
	Auditoriums, concert halls, amphitheaters	45	N/A
	Office buildings, business, commercial and professional	50	N/A
Employment Community Commercial (CC) Industrial (I) Neo-Industrial (NI)	Manufacturing, utilities, agriculture	N/A	N/A
	Office buildings, business, commercial and professional	50	N/A
Unique Regional Serving Facility (RSF) Downtown (DT) Waterfront (WF)	Schools, nursing homes, day care facilities, hospitals, convalescent facilities, dormitories	45	65
	Government Facilities – offices, fire stations, community buildings	45	N/A
	Places of Worship, churches	45	N/A
	Libraries	45	N/A
	Multiple-family, mixed-use	45	65[4]
	Utilities	N/A	N/A
	Cemeteries	N/A	N/A

1 Interior habitable environment excludes bathrooms, closets, and corridors.
2 Interior noise standards shall be satisfied with windows in the closed position. Mechanical ventilation shall be provided per Uniform Building Code requirements.
3 Exterior noise level standard to be applied at outdoor activity areas (e.g., private yards, private patio, or balcony of a multifamily residence). Where the location of an outdoor activity area is unknown or not applicable, the noise standard shall be applied inside the property line of the receiving land use.
4 Within the NC-M, TOD-L, TOD-M, DT and WF PlaceType designations, exterior space standards apply only to common outdoor recreational areas. Ldn = Day-Night Average Level dBA = A-weighted decibels N/A = Not Applicable

SOURCE: City of Long Beach, General Plan Noise Element, 2023.

With respect to construction noise, the City of Long Beach General Plan Update Noise Element has the following policies under Strategy No. 12:

- Policy N 12-1: Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.
- Policy N 12-2: Continue to limit the allowable hours for construction activities and maintenance operations near sensitive uses.
- Policy N 12-3: As part of the City's Municipal Code, establish noise levels standards based on place, type, and time of day, to which construction noise shall conform.
- Policy N 12-4: Encourage off-site fabrication to reduce needed onsite construction activities and corresponding noise levels and duration.
- Policy N 12-5: Require that all construction activities incorporate best business practices, such as:
  - Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses.
  - Grading and construction contractors should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.
  - Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible.
  - The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible.
  - The construction contractor should use on-site electrical sources to power equipment rather than diesel generators, where feasible.
  - All residential units located within 500 ft of a construction site should be sent a notice regarding the construction schedule. A sign legible at a distance of 50 ft should also be posted at the construction site. All notices and the signs should indicate the dates and durations of construction activities, as well as provide a telephone number for a "noise disturbance coordinator."
  - A "noise disturbance coordinator" should be established by the project developer. The disturbance coordinator should be responsible for responding to any local complaints about construction noise. The disturbance coordinator should determine the cause of the noise complaint (e.g., starting too early, bad muffler) and should be required to implement reasonable measures to reduce noise levels.
- Policy N 12-6: Continue to provide information bulletins dispersing information on municipal code requirements and recommended best practices.
- Policy N 12-7: Work together with the Air Quality Management Plan (AQMD) to encourage the retirement of older construction equipment in favor of newer, quieter, and less polluting equipment.

City of Long Beach Municipal Code Noise Regulations

The City of Long Beach has adopted a quantitative Noise Control Ordinance ("noise ordinance", LBMC Chapter 8.80), which sets forth all noise regulations controlling unnecessary, excessive, and annoying noise and vibration in Long Beach. As outlined in Section 8.80.150 of the LBMC, maximum exterior noise levels are based on land use districts. The Long Beach Noise Control Ordinance also governs the time of day that construction work can be conducted. Section 8.80.202

of the noise ordinance prohibits construction, drilling, repair, alteration, or demolition work between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday, and after 6:00 p.m. on Saturday, or at any time on Sundays or federal holidays unless allowed by the Long Beach Noise Control Officer (City of Long Beach 2020). **Table 11**, *City of Long Beach Exterior Noise Limits*, summarizes the exterior sound level criteria from LBMC Section 8.80.160. The Project Site is in District Four.

TABLE 11
CITY OF LONG BEACH EXTERIOR NOISE LIMITS

Receiving Land Use District	Time Period	Noise Level (dBA, L_{eq})
District One	Night: 10:00 p.m. – 7:00 a.m.	45
	Day: 7:00 a.m. – 10:00 p.m.	50
District Two	Night: 10:00 p.m. – 7:00 a.m.	55
	Day: 7:00 a.m. – 10:00 p.m.	60
District Three	Anytime	65
District Four	Anytime	70
District Five	Regulated by other agencies and laws	N/A

Notes:
L_{eq} = equivalent continuous sound pressure level
District One: Predominantly residential with other land use types present
District Two: Predominantly commercial with other land use types also present
Districts Three and Four: Predominantly industrial with other land use types also present
District Five: Airport, freeways and waterways regulated by other agencies
Districts Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts.
SOURCE: City of Long Beach Municipal Code, 1977

Would the Project:

a) Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. The proposed Project involves the demolition of the Gold Bond Gypsum Wallboard Facility. Proposed Project construction noise sources would include offroad construction equipment, worker trips, and haul truck trips. This equipment would generate short-term noise during the demolition of the facilities.

The nearest off-site noise sensitive receivers include the residences located approximately 2,600 feet to the north of the Project site. Noise generated by the proposed Project would be reduced greatly through distance attenuation before reaching noise sensitive receivers. In addition, there are many intervening structures between the Project site and noise sensitive receivers that would block noise from reaching the receivers. Accordingly, the Project's construction activities would result in negligible, if any, noise impacts to noise sensitive receptors such that noise levels would exceed the City's noise limits at noise sensitive receptors. In addition, all neighboring Districts are

further than 2,600 feet from the Project Site, acknowledging that the Project Site is District 4.[7] Thus, it follows that all land uses within the neighboring districts would also be subject to negligible, if any, noise impacts from the Project. Further, the Project's proposed demolition activities would comply with the allowable construction hours of the LBMC. To comply with the City of Long Beach noise policies, demolition would not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday, and after 6:00 p.m. on Saturday, or at any time on Sundays or federal holidays unless allowed by the Long Beach Noise Control Officer (LBMC Section 8.80.202). Therefore, on-site demolition noise from the proposed Project would result in less than significant impacts due to the substantial distance from the site to sensitive receivers (approximately 2,600 feet away) and compliance with applicable noise standards.

Roadway noise would be generated from worker and haul truck trips traveling to and from the Project site. The proposed Project would generate a maximum of approximately 30 one-way worker trips and approximately 100 one-way haul truck trips per day (see Appendix B of this IS/MND for additional details). A doubling of traffic volumes on a roadway is required to increase traffic noise levels by 3 dBA, which is a barely perceptible increase to a healthy human ear (Minnesota Department of Transportation, 2011). The worker and haul trips would generally occur along roadways surrounded by industrial land uses that are not considered sensitive to noise. The relatively small number of trips would not cause a doubling of traffic volumes, the off-site traffic noise impacts during demolition would be less than significant.

Since the proposed Project only includes demolition of the existing facility and no operational components, there would be no permanent increase in ambient noise levels associated with the proposed Project and no impact would occur.

b) Result in the generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Vibration can be interpreted in this context as energy transmitted as waves through the ground. These energy waves generally dissipate with distance from the vibration source. Since energy is lost during the transfer of energy from one particle to another, vibration attenuates rapidly with distance. Groundborne vibrations generated by equipment types that would be used in the proposed Project (e.g., dozer, excavator) would not be perceptible at the closest sensitive location approximately 4,000 feet away. No existing historic structures or other structures that would be potentially vulnerable to vibration are located in the immediate vicinity of the Project site such that any damage related to groundborne vibration from construction activities would occur. Groundborne noise can be of concern when groundborne vibrations radiate into the interior of a structure creating a low frequency sound (FTA 2018). Groundborne noise associated with Project equipment use would not be audible at the closest sensitive receptors located 2,600 feet from the Project site. This impact associated with the proposed Project would be less than significant and mitigation measures are not warranted.

7 Neighboring districts are shown in the Noise District Map included in LBMC Section 8.80.160.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed Project is located approximately 3.9 miles southwest of the Long Beach Airport and is not located within the 60 dBA Community Noise Equivalent Level (CNEL) noise contours for the airport (City of Long Beach, 2005). The proposed Project would not involve the development of noise-sensitive land uses that would be exposed to excessive aircraft noise. Therefore, there would be no impact.

References

California Governor's Office of Land Use and Climate Innovation, 2020. General Plan Guidelines and Technical Advisories, Appendix D: Noise Element Guidelines. Available at: https://lci.ca.gov/docs/OPR_Appendix_D_final.pdf. Accessed May 2025.

City of Long Beach, 2023. General Plan, Noise Element adopted June 6, 2023. Available at: https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/noise-element-update/noise-element. Accessed May 2025.

City of Long Beach, 2005. Long Beach Airport Community Noise Equivalent Level (CNEL) Contour Map. Available at: https://www.longbeach.gov/globalassets/lgb/community-information/noise-abatement/eir-noise-contour. Accessed May 2025.

City of Long Beach Municipal Code, Chapter 8.80: Construction Activity- Noise Regulations. Available at: https://library.municode.com/ca/long_beach/codes/municipal_code?nodeId=TIT8HESA_CH8.80NO_8.80.202COACOIRE. Accessed May 2025.

Federal Transit Administration (FTA), September 2018. Transit Noise and Vibration Impact Assessment Manual. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed May 2025.

Minnesota Department of Transportation, 2011. Highway Traffic Noise: Assessment and Abatement. Available at: http://www.dot.state.mn.us/environment/noise/pdf/noisebrochure5-24-11.pdf. Accessed May 2025.

XIV. Population and Housing

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

Would the Project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The proposed Project would involve the demolition of all existing improvements on the Project site and return the site to pre-construction conditions. The proposed Project does not propose any residential uses that would introduce a new permanent population to the Project area. During demolition and grading activities, approximately 15 construction workers per day would be present for approximately nine (9) months. Construction workers would likely come from the regional area and would not need to relocate for the purpose of working on the proposed Project. Therefore, the proposed Project would not include unplanned substantial direct or indirect population growth in the area and no impact would occur.

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

No Impact. As mentioned in the Project Description above, the Project site is zoned IP within the City of Long Beach (City of Long Beach 2023a, 2023b) and is located within the Northeast Harbor Planning District (District 2). The Northeast Harbor Planning District of the certified PMP permits land uses including primary port facilities; port-related facilities; hazardous cargo facilities; ancillary port facilities; oil production; and navigation. Therefore, residential uses are not a permitted use within the Project site. The proposed Project does not propose implementation of housing or residential uses and therefore would not displace any existing housing or residents. Therefore, the proposed Project would not necessitate the construction of replacement housing elsewhere and no impact would occur.

References

City of Long Beach. 2023a. Zoning and Land Use Web Map. Available at: https://maps.longbeach.gov/maps/LongBeachCA::zoning-and-land-use-1/explore?location=33.779709%2C-118.185699%2C13.95. Accessed May 25, 2025.

City of Long Beach. 2023b. City of Long Beach Zoning Districts. Available at: https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/maps/zoning-maps/citywide-zoning-map_50x50_7_2023.
POLB. 1990. Port of Long Beach Port Master Plan (PMP). Available at: https://polb.com/port-info/mission-vision/#master-plan-update. Accessed on May 25, 2025.

XV. Public Services

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
PUBLIC SERVICES —				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion

Would the Project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

i) Fire protection?

Less Than Significant. The proposed Project could be served by various Long Beach Fire Department (LBFD) stations including: Station No. 3 located at 1222 Daisy Avenue approximately 1.9 miles (driving distance) east of the Project site; Station 1 located at 100 Magnolia Avenue approximately 2.3 miles (driving distance) southeast from the Project site; and Station 24 located at 111 Pier S Avenue approximately 3.2 miles (driving distance) southwest of the Project site (City of Long Beach, 2025a). The proposed Project would demolish all existing improvements on the Project site with the exception of the onsite rail spur and existing fencing. Demolition activities would occur on site, and no full street closures are anticipated that would potentially impact service ratios, response times, or other fire department performance objectives. Given the presence of flammable materials on site, the proposed Project would comply with all applicable State, federal, and local laws and regulations to reduce potential risks from flammable materials. The proposed Project would not introduce new residents or employees, and therefore would not increase the demand for fire protection services to a degree that would necessitate the construction of new or physically altered fire protection facilities. Thus, the proposed Project would not exacerbate the potential for fire hazards and would not increase demand for fire services. Impacts regarding fire protection would be less than significant.

ii) Police protection?

No Impact. The Long Beach Police Department (LBPD) provides police services to the Project site. The closest police station is the West Patrol Division located at 1835 Santa Fe Avenue,

approximately 2.3 miles (driving distance) north of the site (City of Long Beach, 2025b). The second nearest LBPD station is the South Patrol Division located at 400 W Broadway, approximately 2.4 miles (driving distance) east of the Project site (City of Long Beach, 2025b). As mentioned, the proposed Project would not directly or indirectly induce population growth and, therefore, would not result in a substantial increase in the demand for police protection services. Demolition activities would occur on-site, and no full street closures are anticipated that may potentially affect service ratios, response times, or other police department performance objectives. Therefore, the proposed Project would not require new or expanded police facilities that would cause significant environmental impacts. No impacts related to police services would occur.

iii) Schools?

No Impact. The Long Beach Unified School District (LBUSD) serves the Project site. The proposed Project does not propose any residential development that may introduce new permanent student residents to the LBUSD. Demolition activities would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. Therefore, no impacts to existing or planned schools would occur.

iv) Parks?

No Impact. The proposed Project would not induce population growth in the area that could cause an increase in the use of existing parks or recreational facilities provided by the Long Beach Department of Parks, Recreation and Marine. The proposed Project would not introduce residential uses and would not generate a new residential population that would regularly utilize nearby parks and recreational facilities. During proposed Project demolition activities, approximately 15 construction workers per day would be present for approximately nine (9) months. While some of the construction workers may utilize local parks and recreational facilities during the work day, such use would be limited. The proposed Project would not require the construction of new or expanded park facilities. No impact related to existing or planned parks would occur.

v) Other public facilities?

No Impact. The proposed Project would not introduce residential uses and would not generate a new residential population that would require other public facilities, such as libraries. Therefore, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Thus, impacts related to other government services or public facilities such as libraries would not occur.

References

City of Long Beach, 2025a. MapIt. Fire Stations. Available at: https://experience.arcgis.com/experience/846a17aadb6e40d79f4da0470d106bcf/page/Page?views=Map-Features. Accessed May 25, 2025.

City of Long Beach, 2025b. MapIt. Police Stations. Available at: https://experience.arcgis.com/experience/846a17aadb6e40d79f4da0470d106bcf/page/Page?views=Map-Features. Accessed May 25, 2025.

XVI. Recreation

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

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

No Impact. Nearby park and recreational facilities to the Project site include: Drake Park and Community Center, addressed 951 Maine Avenue, located 0.9 miles east of the Project site; Loma Vista Park, addressed 1173 Loma Vista Drive, located approximately (one) 1 mile east of the Project site; Admiral Kidd Park Community Center, addressed 2125 Santa Fe Avenue, located approximately 1.1 miles north of the Project site; and Cesar E Chavez Park, addressed 401 Golden Avenue, located approximately 1.2 miles southeast of the Project site (City of Long Beach, 2025). The proposed Project involves the demolition of existing improvements at the Gold Bond Gypsum Wallboard Facility. The proposed Project would return the site to pre-construction conditions. The proposed Project would not induce population growth in the area, and therefore, would not cause an increase in the use of existing parks or recreational facilities. During demolition and grading activities, approximately 15 construction workers per day would be present for approximately nine (9) months. While some of the construction workers may utilize local parks and recreational facilities during the work day, such use would be limited. Therefore, the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. No impact on existing parks or recreational facilities would occur.

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

No Impact. The proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities. The proposed Project would not induce substantial population growth that would result in increased demand for or use of existing recreational facilities. No increase in permanent residents would occur as a result of the proposed Project; therefore, there would be no impact on recreational facilities associated with the proposed Project.

References

City of Long Beach, 2025. MapIt. Park Services. Available at: https://experience.arcgis.com/experience/846a17aadb6e40d79f4da0470d106bcf/page/Page?views=Map-Features#data_s=id%3Awidget_12_output_config_0%3A0%2Cid%3A2f83843ea4c945ae89c82f7bb5a79646-1927ddfe16e-layer-24%3A66. Accessed May 26, 2025.

XVII. Transportation

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Discussion

Would the Project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The proposed Project would result in temporary passenger vehicles and haul truck trips during demolition. During demolition and grading activities, approximately 15 construction workers per day would be present for approximately nine (9) months. Truck trips associated with the proposed Project would be distributed throughout the workday, with a higher number of trucks traveling to the site during the early hours of the day. In compliance with the City of Long Beach Mobility Element, demolition debris would be transported via designated routes such as the I-710 and the I-110 Freeways (City of Long Beach, 2013). Given the temporary period of demolition activities, truck trips would occur during a limited time and along designated roadways outlined in the City of Long Beach Mobility Element and the PMP. Any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State highways would require a Caltrans transportation permit. While there would be temporary construction-related traffic, this temporary impact would not create a substantial increase in traffic, such that the Project would conflict with a program plan, ordinance or policy addressing the circulation system. In addition, there are no transit, bicycle and pedestrian facilities in the Project vicinity and no amendments to the circulation or roadway are proposed. Therefore, the proposed Project would be consistent with the City of Long Beach Mobility Element and PMP and would not conflict with any other plans, ordinances, or policies related to transit, bicycle, or pedestrian facilities in the vicinity of the Project site. Impacts would be less than significant.

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

Less than Significant Impact. Section 15064.3 of the CEQA Guidelines, describes specific considerations for evaluating a project's transportation impacts under CEQA. Section 15064.3(b) establishes VMT as the most appropriate measure of transportation impacts, shifting away from

the use of Level of Service analysis that evaluates a project's impacts on conditions at nearby roadways and intersections. VMT refers to the amount of travel and distance of automobile travel attributable to a project. The term "automobile" refers to on-road passenger vehicles, specifically cars and light-duty trucks trips. As clarified by the California Governor's Office of Land Use and Climate Innovation, heavy-duty truck VMT is not required to be included in the estimation of a Project's VMT analysis and that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact (LCI, 2018). During demolition and grading activities, approximately 15 construction workers per day would be present for approximately nine (9) months. Since there are no proposed development, proposed operations, or proposed new land uses for the site post-demolition, there would be no vehicle or automobile trips to or from the site after completion of demolition activities. The proposed Project would generate less than 110 trips per day (excluding heavy-duty trucks) for nine (9) months and no trips thereafter. Therefore, the proposed Project's VMT would be less than significant and would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and impacts would be less than significant.

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

Less than Significant Impact. The proposed Project does not include design features, such as sharp curves or dangerous intersections, or incompatible uses that would result in traffic safety hazards. As mentioned, the proposed Project would demolish the Gold Bond Gypsum Wallboard Facility and associated structures. The proposed Project does not propose full closure of nearby roads and would not include modifications to any public roadways or driveways. Oversized truck trips during the demolition and grading phases of the proposed Project would adhere to Caltrans transportation permit requirements to ensure no hazards to motorists or others utilizing the public roadway system in the Project area. There are currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the Gold Bond Gypsum Wallboard Facility; therefore, the potential for the Project to create a traffic safety hazard from new geometric design features or incompatible uses would be less than significant.

d) Result in inadequate emergency access?

Less than Significant Impact. Demolition-related traffic on the Project site would include construction workers as well as haul trucks. Construction trucks traveling to and from the Project site could reduce optimal traffic flows and delay emergency vehicles traveling through the Project area. However, such impacts would be short-term in duration. No full roadway closures are proposed for the proposed Project that would affect emergency access. Current port operation involves large heavy-duty trucks traveling through the port road network, such as semi-trailers and flatbeds and there are multiple ingress/egress routes within the Port area. As mentioned above, in compliance with the City of Long Beach Mobility Element, heavy-duty trucks traveling to and from the Project site would travel via designated routes such as the I-710 and the I-110 Freeways (City of Long Beach, 2013). The proposed Project would occur within the facility footprint and would not involve modifications that would substantially affect emergency access on Harbor Department roads. Therefore, implementation of the proposed Project would not result in inadequate emergency access. Impacts regarding inadequate emergency access would be less than significant.

References

City of Long Beach, 2013. Mobility Element. Available at: https://longbeach.gov/lbcd/planning/advance/general-plan/. Accessed April 18, 2025.

California Governor's Office of Land Use and Climate Innovation, 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. Available at: https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf. Accessed April 18, 2025.

POLB. 1990. Port of Long Beach Port Master Plan (PMP). Available at: https://polb.com/download/62/mission-and-vision/2482/final-port-master-plan-1990.pdf. Accessed on April 18, 2025.

XVIII. Tribal Cultural Resources

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources. Code Section 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Discussion

Would the Project:

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

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources. Code Section 5020.1(k), or

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

Less Than Significant Impact With Mitigation. As discussed in Section V, *Cultural Resources,* of this IS/MND, the Cultural Resources Assessment Report (Appendix D) for the proposed Project included an SCCIC records search, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, review of geologic maps, and historic topographic maps and aerial photographs. Although no archaeological resources have been previously recorded within the Project site or within its 0.5-mile radius, and the SLF search yielded negative results, the geologic map review depicts artificial fill and younger alluvium fan deposits mapped within the Project site. The Holocene-age of this alluvium encompasses the partial human occupation within North

America, and is, therefore, conducive to the preservation of subsurface precontact archaeological deposits. Nevertheless, historic-period and modern disturbances have occurred in the northern portion of the Project site, including use of the Project site as a staging yard and construction of an existing building, landscaping, and surface parking lot. These disturbances are likely to have displaced or removed archaeological deposits if they once existed within the northern Project site. Based on these factors, the entire Project site has a low potential for yielding buried precontact archaeological resources.

In accordance with Assembly Bill (AB 52) (Gatto), on April 01, 2025 the POLB sent notification letters to Native American tribes provided on the list provided by the Native American Heritage Commission (NAHC) AB 52 list as having traditional and cultural affiliation with the (**Appendix A**). This list includes 19 contacts at nine tribes. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation for the proposed Project under AB 52. An initial consultation with the Gabrieleño Band of Mission Indians - Kizh Nation was held on May 20, 2025 where the tribe requested additional information related to types of soil present on the Project site. No other tribes requested consultation.

During the consultation with the Gabrieleño Band of Mission Indians - Kizh Nation, the Kizh indicated that it is possible that local soils, dredged material, and unconsolidated sediments were commonly pushed or deposited to reclaim marshland, without formal geotechnical specifications. Furthermore, the Kizh indicated that the Project site lies within a historically documented marshland zone—a location traditionally used by their ancestors for resource gathering. These resource collection areas, especially marsh zones, may contain tribal cultural resources, including both surface and subsurface materials. The fact that the site has been previously developed or filled does not entirely eliminate the possibility of significant cultural resources still being present beneath those disturbed layers. In fact, the Kizh Nation stated that past development often resulted in displacement—not removal—of cultural materials.

Per the Kizh Nation, given the location and proximity to marsh-based cultural resources—the Gabrieleno Band of Mission Indians – Kizh Nation recommended and formally requested that a tribal monitor be assigned to this Project. The Kizh Nation indicated that monitoring should be present during all demolition and any ground-disturbing activities to ensure proper identification, protection, and potential recovery of any tribal cultural resources (TCRs) encountered.

Based on the consultation between the Port and Kizh Nation, impacts to tribal cultural resources have been determined to be potentially significant. Thus, Mitigation Measures MM-TCR-1 to MM-TCR-3 have been prescribed to avoid, minimize, or reduce potentially significant impacts to tribal cultural resources to a less than significant level. The Kizh Nation confirmed with the Port staff via the AB 52 consultation process that the prescribed mitigation measures would reduce potentially significant impacts to tribal cultural resources to a less than significant level.

Mitigation Measures

Mitigation Measure MM-TCR-1: Native American Monitor. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement

of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitoring logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc. (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the project applicant/lead agency upon written request to the Tribe.

On-site tribal monitoring shall conclude upon completion of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; and/or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

Mitigation Measure MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial). Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. The Director of Environmental Planning shall be notified of any discoveries within 24-hours of the discovery.

Mitigation Measure MM-TCR-3: Unanticipated Discovery of Native American Human Remains and Associated Funerary or Ceremonial 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 Public Resources Code Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

References

ESA, 2025. Gold Bond Building Products Gypsum Wallboard Facility Demolition Project, City of Long Beach, California Cultural Resources Assessment Report. See Appendix D of this IS/MND.

XIX. Utilities and Service Systems

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

Would the Project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The proposed Project would remove all existing improvements on the Project site with the exception of the onsite rail spur. The proposed Project would also demolish and remove all underground utilities, storm water, fire water and domestic water systems, sanitary sewer system, piping, conduits, concrete structures, vaults within the property and car parking areas, returning the Project site to pre-construction conditions. The proposed Project would not require relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities.

Therefore, the proposed Project would not result in significant environmental effects resulting from construction or relocation of utilities.

During proposed Project activities, portable restrooms would be available and would not contribute to wastewater flows to the City's wastewater system. There are currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed

demolition of the Gold Bond Gypsum Wallboard Facility. Proposed Project impacts related to wastewater would be less than significant.

Post-demolition, the Project site would be permeable allowing water to infiltrate into the underlying soils. Also, the surface would be stabilized for erosion control to secure the soil and prevent stormwater runoff. Therefore, the proposed Project would not create or contribute additional runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Impacts related to runoff water would be less than significant. The proposed Project would have less than significant impact associated with stormwater drainage facilities.

The proposed Project would be served by SCE. Since the proposed Project would last approximately none (9) months, the proposed Project accounts for a negligible portion of energy consumption. During grading, the proposed Project would consume electricity on a limited basis, for powering lights, electronic equipment, or other construction activities necessitating electrical power.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the Gold Bond Gypsum Wallboard Facility. Therefore, no new or updates to the existing electric power, natural gas, or telecommunication facilities would be required; nor would any new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facility be required. Impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The proposed Project would not generate a substantial increase in demand for water as the proposed Project does not propose development post-demolition that could increase demand for water services. During demolition and grading activities, a negligible amount of water may be used for dust suppression and fire suppression, as needed. The proposed Project would use existing water supplies on-site to suppress dust, negating the need for temporary water to be brought to site. During post-demolition, no water use would be required. Because the proposed Project projected water supplies would represent a minimal and temporary amount of water demand during demolition and excavation, implementation of the proposed Project would have a less than significant impact on available water supplies.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. During demolition and grading activities, portable restrooms would be available for construction workers, which would contribute a negligible amount to wastewater flows within the City's wastewater system upon emptying. Since the Project involves demolition of the existing Gold Bond Gypsum Wallboard Facility and does not propose new structures, it would not generate additional long-term wastewater. Accordingly, the proposed Project would not exceed the wastewater treatment capacity of the Joint Water Pollution Control Plant or Long Beach Water Reclamation Plant.

Thus, Project impacts related to wastewater would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. The proposed Project would generate demolition debris such as trash, scrap metal, abrasive material, concrete, and general demolition scrap which would be disposed of and recycled according to all federal, State, and local solid waste requirements, including AB 939 and the CALGreen Building Code, which specify that 50 percent and 65 percent, respectively, of construction debris be diverted from landfills. Compliance with all applicable statutes and regulations would ensure that the proposed Project's impacts would be less than significant. All demolition debris and soils would be exported to landfills that accept the specific types of material, such as the Waste Management facility in Simi Valley, Buttonwillow Landfill in Kern County, and/or Kettleman Hills Facility in Kettleman City. Each of the serving landfills have capacity to accommodate the Project's short-term solid waste disposal needs. Also, since the Project does not include any proposed or anticipated new development, operations, or land uses, it would not create a new, long-term source of solid waste. With no long-term source of solid waste, the Project would reduce the amount of long-term solid waste compared to existing conditions. Therefore, demolition and post-demolition impacts related to solid waste capacity and reduction goals would be less than significant.

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

Less than Significant Impact. The proposed Project would be required to comply with all applicable regulations pertaining to solid waste disposal. These regulations include AB 939 which requires each city in the State to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting (CalRecycle, 2025). Additionally, the proposed Project would be consistent with the City of Long Beach Construction and Demolition Debris Recycling Program, which requires projects to divert at least 65 percent through recycling, salvage, or deconstruction (City of Long Beach, 2023). Therefore, the proposed Project would comply with federal, State, and local statutes and regulations related to solid waste. Impacts regarding compliance with federal, State, and local solid waste regulations would be less than significant.

References

California Department of Resources Recycling and Recovery (CalRecycle). 2025. Solid Waste Enforcement. Available at: https://calrecycle.ca.gov/LGCentral/Enforcement/. Accessed April 21, 2025.

City of Long Beach, 2023. Construction and Demolition (C&D) Debris Recycling Program. Available at: https://www.longbeach.gov/lbcd/building/cd/. Accessed April 21, 2025.

XX. Wildfire

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

***No Impact*.** According to the California Department of Forestry and Fire (CAL FIRE), the Project site is designated as being within a Local Responsibility Area and is not located within a High Fire Risk Area (HFRA) (CAL FIRE, 2025). Furthermore, according to the City of Long Beach Public Safety Element, the Project site is within a Least Critical Fire Hazard Area (City of Long Beach, 1975). Proposed Project demolition activities would be contained entirely within the Project site and served by the LBFD, the LBPD, and the Port Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services during demolition. Demolition activities would take place outside of main public roadways and would not result in temporary blockage or closure of local access routes within the POLB. No impact related to emergency response or emergency evacuation plans would occur.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

***No Impact*.** As mentioned above, the Project site is located in a Local Responsibility Area and a Least Critical Fire Hazard Area, with no designation as a High Fire Risk Area, according to both CAL FIRE and the City of Long Beach. The proposed Project would return the site to pre-

construction conditions. Therefore, the proposed Project would not expose people or structures, either directly or indirectly, to wildfires. Therefore, no impacts would occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

***No Impact*.** As mentioned above, the Project site is located in a Local Responsibility Area and a Least Critical Fire Hazard Area, with no designation as a High Fire Risk Area, according to both CAL FIRE and the City of Long Beach. The proposed Project would not require installation or maintenance of infrastructure that may exacerbate fire risk. Therefore, no impacts related to fire risk due to installation or maintenance of associated infrastructure would occur.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

***No Impact*.** As mentioned above, the Project site is located in a Local Responsibility Area and a Least Critical Fire Hazard Area, with no designation as a High Fire Risk Area, according to both CAL FIRE and the City of Long Beach. For the reasons set out in the *Geology and Soils* and *Hydrology and Water Quality* sections of this IS/MND, no impacts to people or structures would occur due to significant risks, including exposing people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts related to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would occur.

References

California Department of Forestry and Fire Services (CAL FIRE), 2025. FHSZ and local public contacts. Available at https://calfire.app.box.com/file/1810968638393. Accessed April 21, 2025.

City of Long Beach, 1975. Public Safety Element, Plate 3: Fire Hazard Areas Map. Available at: https://longbeach.gov/lbcd/planning/advance/general-plan/. Accessed May 25, 2025.

XXI. Mandatory Findings of Significance

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
MANDATORY FINDINGS OF SIGNIFICANCE — Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion

Does the Project:

a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant with Mitigation Incorporated. Implementation of the proposed Project could cause impacts to special status bird species such as double-crested cormorants, peregrine falcons, and osprey. The implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2 would reduce these potential impacts to biological resources to a less than significant level.

The proposed Project could result in significant impacts to archaeological resources, human remains and tribal cultural resources. The implementation of Mitigation Measures MM-CR-1, MM-CR-2, MM-CR-3, MM-TCR-1, MM-TCR-2, and MM-TCR-3 would reduce these potential impacts to a less than significant level.

Mitigation Measures

Implementation of Mitigation Measures MM-BIO-1, MM-BIO-2, MM-CR-1, MM-CR-2, MM-CR-3, MM-TCR-1, MM-TCR-2, and MM-TCR-3 would reduce potentially significant impacts to biological resources, cultural resources and tribal cultural resources, respectively, to a less than significant level.

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

Less than Significant with Mitigation Incorporated. The potential for cumulative impacts occurs when the independent impacts of a given project are combined with the impacts of related projects in proximity to the Project site that would create impacts that are greater than those of the proposed Project alone. Related projects include past, current, and/or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given project. Information on future projects within a 1-mile radius of the proposed development was obtained from the POLB and City of Long Beach. A review was carried out of all projects that are proposed, on appeal, approved, or under construction as shown in **Table 12**, *Related and Cumulative Projects*.

Proposed Project impacts associated with aesthetics, agriculture and forestry resources, air quality, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire would result in less than significant or no impacts. While a project with a less than significant individual impact can still contribute to a significant cumulative impact, the Project's contribution in these issue areas with the identified related projects is so minor or incremental that it would not be cumulatively considerable. As a result, the proposed Project's contribution to these potential cumulative impacts would be less than cumulatively considerable and therefore, less than significant.

As discussed in Section IV, *Biological Resources*, due to the Project site's proximity to nesting habitats of special status bird species, and the likelihood that proposed Project demolition activities would result in loud noises that could disturb avian species in the immediate Project vicinity, this contribution could be cumulatively considerable and thus significant should Project impacts not be mitigated and impacts from other nearby cumulative projects also adversely affect nesting bird species. However, implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2 would reduce these potential site-specific impacts to biological resources to less than significant and not cumulatively considerable when combined with cumulative projects.

As discussed in Section V, *Cultural Resources*, the entire Project site has a low potential for yielding buried precontact archaeological resources. Further, the demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. It is acknowledged that in the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements. To be conservative, in the unanticipated event that the proposed Project's demolition and removal activities encounter previously unknown archaeological resources, Mitigation Measures MM-CR-1, MM-CR-2 and MM-CR-3 have been prescribed to ensure that proposed Project impacts would be less than significant with mitigation incorporated.

In the unlikely event that archaeological resources are discovered and not properly identified, avoided, and/or treated, this contribution could be cumulatively considerable and thus significant.

However, implementation of Mitigation Measures MM-CR-1, MM-CR-2 and MM-CR-3 would reduce the potential site-specific impacts to cultural resources to less than significant and not cumulatively considerable when combined with cumulative projects.

As discussed in Section VIII, *Greenhouse Gas Emissions*, the proposed Project would generate GHG emissions from construction equipment, construction worker vehicles and heavy-duty trucks during temporary demolition activities. The California Natural Resources Agency has clarified in the December 2009 amendments to the State CEQA Guidelines that focus on the effects of GHG emissions should be as cumulative impacts, and that GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analysis (State CEQA Guidelines Section 15064(h)(3)).[8] The Governor's Office of Land Use and Climate Innovation (LCI) technical advisory on CEQA and climate change states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment" (LCI 2008).

Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project" (LCI 2008). Per State CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency (State CEQA Guidelines Section 15064(h)(3)). Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions" (Section 15064(h)(3)). Thus, State CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions. As discussed in Section VIII, *Greenhouse Gas Emissions*, the proposed Project would result in a less than significant impact with respect to GHG emissions. The proposed Project is not inconsistent with or otherwise conflict with any applicable plans, policies or regulations adopted for the purpose of reducing the emissions of GHGs. Therefore, the proposed Project would be less than cumulatively considerable and thus less than significant.

As discussed in Section IX, *Hazards and Hazardous Materials*, due to the presence of potential contamination from current and previous land use, this contribution could be cumulatively

8 See generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16. https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed May 2025.; See also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009. http://www.valleyair.org/Programs/CCAP/documents/Transmittal_LetterOPRApril2009.pdf, accessed May 2025.

considerable and thus significant if hazardous materials impacts are not properly mitigated and impacts related to hazardous materials from other nearby cumulative projects also adversely affect the public or the environment. However, implementation of Mitigation Measures MM-HAZ-1 and MM-HAZ-2 would reduce the potential site-specific impacts to hazardous material sites to less than significant and not cumulatively considerable when combined with cumulative projects.

In the event that tribal cultural resources are discovered and not properly identified, avoided, and/or treated, this contribution could be cumulatively considerable and thus significant. However, implementation of Mitigation Measures MM-TCR-1, MM-TCR-2 and MM-TCR-3 would reduce the potential site-specific impacts to tribal cultural resources to less than significant and not cumulatively considerable when combined with cumulative projects.

With the implementation of the mitigation measures identified herein, the proposed Project's impact related to biological resources, cultural resources, hazards and hazardous materials, and tribal cultural resources would be reduced to less than cumulatively considerable and thus less than significant.

Mitigation Measures

Implementation of Mitigation Measures MM-BIO-1,MM-BIO-2, MM-CR-1, MM-CR-2, MM-CR-3, MM-HAZ-1, MM-HAZ-2, MM-TCR-1, MM-TCR-2 and MM-TCR-3 are required.

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

Less than Significant with Mitigation Incorporated. With implementation of MM-HAZ-1 and MM-HAZ-2, the proposed Project would not cause substantial adverse effects on human beings, either directly or indirectly, according to the analysis contained within this Initial Study.

Mitigation Measure

Implementation of Mitigation Measure MM-HAZ-1 and MM-HAZ-2 is required.

TABLE 12
RELATED AND CUMULATIVE PROJECTS

No	Project Title/Location	Project Description	Project Status
Port of Long Beach (POLB)			
1	Piers G & J Terminal Redevelopment Project	Redevelopment of an existing marine terminal of up to 315 acres by consolidating two existing marine container terminals on Piers G and J and several surrounding parcels. Construction activities have been carried out while the terminal is operational.	FEIR approved in September 2000. Construction ongoing. Completion estimated in 2028.
2	Pier B On-Dock Rail Support Facility	Expansion of the existing Pier B Rail Yard, realignment of the adjacent Pier B Street, and utility relocations to support the mode-shift in the transport of cargo from trucks to on-dock rail from the marine terminals.	FEIR certified January 2018. Construction commenced in July 2024, estimated completion in 2032.
3	Mitsubishi Cement Corporation Facility Modifications	Facility modification, including the addition of a catalytic control system to control vessel emissions at berth, construction of four additional cement storage silos, and upgrading existing cement unloading equipment on Pier F.	Project approved in April 2015. Construction completed.
4	Southern California Edison Transmission Tower Replacement	Replacement of a series of transmission towers across the Cerritos Channel.	FEIR certified in 2017. Tower replacement completed in August 2021. Demolition of old towers underway.
5	Toyota Facility Improvements	Construction of a new consolidated vehicle processing and Distribution Center, hydrogen fuel-cell and generator facility, and fueling station.	MND adopted in 2018. Construction completed.
6	World Oil Tank Installation	Installation of two 25,000 petroleum tanks at existing World Oil Terminals Facility at Pier C	FEIR certified in 2024. Project On Hold.
7	Pier Wind Terminal Development	Dredge and fill project to create 430 acres of new waterfront land and transportation corridor for a terminal to accommodate the staging and integration and foundation assembly of floating offshore wind turbines for deployment in wind areas off the coast of California.	NOP/Notice of Intent of Joint EIR/EIS with U.S. Army Corps of Engineers issued in November 2023. Preparation of DEIR/DEIS underway.
8	Tesoro Calciner Demolition Project	Demolition of former petroleum calciner facility, including all associated aboveground structures and underground utilities	MND adopted in 2024. Construction expected to begin in late 2025.
9	Pier T Marine Terminal Redevelopment Project	Redevelop and expand the existing Pier T marine terminal at Berths T-130 through T-140 at the Port to optimize cargo-handling efficiency and capacity of the terminal and to accommodate anticipated future cargo volumes and container ship sizes.	Environmental Review in process
Alameda Corridor Transportation Authority/Caltrans			
10	Schuyler Heim Bridge Replacement and State Route (SR) 47 Terminal Island Expressway	Replace the Schuyler Heim Bridge with a fixed structure and improve the SR-47/Henry Ford Avenue/ Alameda Street transportation corridor by constructing an elevated expressway from the Heim Bridge to SR-1 (Pacific Coast Highway [PCH]).	Construction completed. Elevated expressway deferred indefinitely.

No	Project Title/Location	Project Description	Project Status
Caltrans			
11	Vincent Thomas Bridge Deck Replacement	Replacement of the Vincent Thomas Bridge deck and seismic sensors to preserve structural integrity and enhance safety.	Construction estimated to begin late 2026.
12	SR-103 Bridge Deck Replacement	Replacement of the SR-103 overhead bridge deck at the Union Pacific rail lines near Terminal Island.	Construction estimated to begin March 2024 and end November 2027.
City of Long Beach Projects			
13	Century Villages at Cabrillo Specific Plan	Redevelopment of portions of the existing Century Villages at Cabrillo at 2001 River Avenue. The Specific Plan is part of a collection of planning documents that effectively guide the services, housing, amenities, and programming for the project site.	Project approved September 2022. Construction expected to begin in early 2023.
14	Golden Shore Master Plan	Master Plan for new residential, office, retail, and potential hotel uses, along with associated parking and open space to be located in downtown Long Beach, near the southern terminus of I-710 and just east of the Los Angeles River where the river flows into Queensway Bay.	Notice of Preparation (NOP) issued November 2008. Final EIR released January 2010. In process for entitlement. Construction pending.
15	2010 E. Ocean Blvd. Project	Development of a 4-story, 56-unit condominium complex, 40 hotel rooms, and a subterranean garage with 168 parking spaces.	Under construction.
16	Pine – Pacific, bounded by Pine and Pacific Avenues, and 3rd and 4th Streets	Phase 1 consists of a 5-story residential project with 175 living units and 7,280 square feet of retail space. Phase 2 is slated as a 12-story mid-rise residential development with 186 units and 18,670 square feet of retail.	Under construction.
17	River Park Residential Development Project	Development of 226 detached and attached single-family units on the southern 15 acres of the 20-acre project site and 5 acres of Public Open Space on the northern portion of the site. The project would include 74 detached single-family condominium units, 99 attached townhouse units, and 53 attached condominium units. The proposed density is approximately 14.6 dwelling units/acre. The residential development would also include a clubhouse and pool and a 5-acre park.	Project approved November 2022. Construction is expected to begin in summer 2023.
18	Shoemaker Bridge Replacement, between Shoreline Drive and 9th Street	Replacement of the existing Shoemaker Bridge with a new bridge over the Los Angeles River south of the existing bridge.	Project approved August 2020. Construction expected to begin in 2025.
Port of Los Angeles (POLA)			
19	Berth 163-164 [Nustar-Valero] Marine Oil Terminal Wharf Improvements	Demolish the existing 19,000-square-foot timber wharf and construct a new, steel and concrete loading platform, access trestles, mooring and berthing structures, and necessary utilities to comply with the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS). The project also consists of a 30-year lease for the facility.	IS/MND adopted September 2021. Construction pending.
20	Navy Way Seaside Interchange	Construction of roadway improvements at SR-47/Navy Way to eliminate traffic signal and movement conflicts. The project would augment and existing partial interchange at SR-47/Seaside Avenue/Navy Way by removing the last traffic signal and at-grade intersection between I-710 and I-110, adding a new auxiliary lane and a new collector-distributor road, and implementing traffic channelization improvements.	Environmental Review in process

No	Project Title/Location	Project Description	Project Status
21	Cabrillo Way Marina	The proposed Project includes developing, operating, and maintaining a marina, hotels, boater and visitor-serving club and meeting facilities, restaurants, retail buildings, and commercial areas at 2293 Miner Street. This project was evaluated in the West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina) Final Supplemental Environmental Impact Report certified in December 2003.	Environmental review in process.
22	Berths 191-194 (Ecocem) LowCarbon Cement Processing Facility	Construct and operate a dry bulk terminal for vessel unloading, raw material milling, and storage and loading onto trucks of low-carbon construction binder.	NOP released March 2022. EIR in progress.
23	SA Recycling Amendment to Permit No. 750	Amendment to Permit No. 750 to allow for an up to 10-year extension of existing operations at 901 New Dock Street, with up to 5 additional years for use of the site as a non-operational restoration period for any necessary closure and remediation activities to restore the property.	Environmental review in process; Final Subsequent EIR approved by the BOHC in April 2024.
24	Westway Decommissioning	Decommissioning of Westway Terminal along the Main Channel (Berths 70–71). Work includes decommissioning and removing 136 storage tanks with total capacity of 593,000 barrels and remediation of the site.	Decommissioning completed in 2013. Remediation is in permitting phase.
25	Berths 97–109, China Shipping Development Project	Development of the China Shipping Terminal Phase I, II, and III including wharf construction, landfill and terminal construction, and backland development, including operation under a revised project to modify certain mitigation measures.	Final Supplemental EIR (FSEIR) completed in 2019.
26	Wilmington Waterfront Master Plan (Avalon Boulevard Corridor Project)	Provide waterfront access and promote development specifically along Avalon Boulevard, including a promenade, waterfront park, pedestrian bridge, location for the Wilmington Youth Sailing and Aquatic Center, public pier, and other visitor serving uses.	Construction underway in phases.
27	Berth 44 Boatyard	Redevelopment of the former San Pedro Boatworks site at 2945 Miner Street, including demolition of existing structures and buildings on site; grading; paving; and construction of concrete pads, docks, gangways, slips, underground utilities, water treatment systems, storm drainage, fencing, lighting, and buildings for boatyard operations.	Environmental review in process. IS/NOP issued January 2024.
28	Berths 206-209 Chassis Depot and Repair Facilities	Use of existing warehouses at 849 E. New Dock St and 921 E. New Dock St for chassis depot, storage, maintenance and repair.	Final ND approved July 2019. Addendum considered in 2023.
29	Berths 121-131 [Yang Ming] Container Terminal Improvements	Demolish existing wharf at Berths 126-129, construct a new wharf, install up to 10 new wharf cranes, reconstruct the shoreline, dredge and dispose of up to 310,000 cubic yards of sediments to deepen the berth, expand the existing on-dock railyard and install electric-powered RMG cranes for railcar loading/unloading.	NOI/NOP released in 2014. Draft EIR/EIS in progress.
30	Berths 148-151 (Phillips 66) Marine Oil Terminal Improvement	Construct various wharf and seismic ground improvements that are required to comply with MOTEMS and a new 20-year entitlement.	IS/NOP released March 2022. EIR in progress.
31	Terminal Island Maritime Support Facility	Development and operation of a maritime support facility on an approximately 80-acre LAXT loop site on Terminal Island.	Environmental review in process. IS/NOP issued December 2023.

No	Project Title/Location	Project Description	Project Status
32	Maintenance Dredging and Structure Repair	Routine removal of accumulated sediment from channel beds to maintain the design depths of navigation channels, harbors, marinas, boat launches, and port facilities. Conducted regularly for navigational purposes. Also, routine in-kind maintenance and repairs of structures.	Dredging intermittently initiated on average every 3-5 years; at least once every 5 years. Intermittent structure repairs.
33	Outer Harbor Cruise Terminal and Outer Harbor Park	Construction of two new cruise terminals of up to 200,000 square feet (approximately 100,000 square feet each) and parking at Berths 45- 47 and 49-50 in the Outer Harbor. The terminals would be designed to accommodate the berthing of a Freedom Class or equivalent cruise vessel (1,150 feet in length). A proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified in September 2009.	Request for Proposal for future development released in 2023.
34	City Dock No. 1 Marine Research Project (AltaSea)	Development of a marine research center on28-acres between Berths 57-72; change the break bulk areas east of East Channel (Berths 57-72) to institutional uses.	Phase I development in progress since 2017.
35	San Pedro Waterfont Project/West Harbor Modification Project (formerly San Pedro Public Market)	Redevelopment of Ports O' Call Village, with up to 300,000 square feet of visitor-serving commercial uses and up to a 75,000 square feet conference center; change the industrial use designation along Harbor Boulevard to commercial; development of waterfront promenade and 3 acres of open space; 108,000-square-foot outdoor amphitheater, a 2.5-acre entertainment venue, a 100-foot diameter ferris wheel with approximately 150-foot tall by 50-foot wide tower attraction, and other visitor-serving commercial uses.	Final EIS/EIR certified in 2009, Addendum 1 in May 2016, Addendum 2 in November 2019. Final Subsequent EIR certified in January 2025 Construction of the Project is ongoing; Conceptual planning by private developer ongoing.
36	SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd. Interchange Reconfiguration	Reconfigure existing interchange at State Route 47/Vincent Thomas Bridge and Harbor Boulevard/ Front Street to improve safety and operation for vehicles exiting the highway. Improvements also include modification of the eastbound entrance ramps and modification of Harbor Boulevard and Front Street approaching and between the ramp termini.	Design underway.
37	Port of Los Angeles and Port of Long Beach Goods Movement Workforce Training Facility	Development of a joint Port of Long Beach and Port of Los Angeles goods movement workforce training facility on approximately 20-acrea at 1400 East Anchorage Road in the Port of Los Angeles for occupations related to longshore work, trucking, and warehousing.	Environmental review in process; NOP issued February 2024.
38	Al Larson Boat Shop Improvement	Modernize existing boat yard and 30-year lease extension.	Final EIR certified in 2009. Project on hold.
39	Berths 302-306 (APL now known as Fenix Marine) Container Terminal	Improve and expand the existing terminal, including the addition of cranes, modifications to the main gate, converting an existing dry container storage unit to a refrigerated unit, and the expansion of the terminal onto 41 acres adjacent to the existing terminal. Revised project includes continued operations with minor modifications to the terminal and a 15-year lease extension through 2043.	Evaluated in Final EIR/EIS in 2012 and an Addendum in 2016. Expansion project on hold; revised project ongoing.
40	Berths 238-239 (PBF Energy) Marine Oil Terminal Improvement	Demolish the existing Berth 238 loading platform, construct a new platform and associated mooring structures at Berth 238, and install landside improvements.	Construction pending.
41	Star-Kist Cannery Facility	Demolish 14-acre site for future use as cargo support or container chassis storage.	MND adopted February 2023. Construction pending.

No	Project Title/Location	Project Description	Project Status
42	Berths 167-169 (Shell) Marine Oil Terminal Wharf Improvements	Various wharf and seismic ground improvements that are required to comply with MOTEMS, as well as other landside elements and a new 30-year lease.	Final EIR certified in 2018. Construction pending.
43	Avalon and Fries Street Segments Closure	Physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs, curbs and gutters, and fencing and signage.	Construction pending.
44	Berths 187-191 (Vopak) Liquid Bulk Terminal Wharf Improvements and Cement Terminal	Various wharf and improvements that are required to comply with MOTEMS, improvements to an adjacent wharf to facilitate resumption of cement terminal operations on the site, and a new 30-year entitlement.	IS/NOP issued July 2022. EIR in preparation (not yet issued).
45	Avalon Freight Services Relocation	Shift existing Catalina Island freight operations from Berth 184 in Wilmington to Berth 95 in San Pedro.	Construction pending.
46	John S. Gibson Truck and Chassis Parking Lot	Develop the 1599 John S. Gibson Boulevard 18.63-acre site with a short-term truck and chassis parking facility and related site improvements. The site is anticipated to be utilized for short-term parking, as chassis with or without containers are not anticipated to be parked onsite over 24 hours. It includes paving of the site and striping of approximately 393 truck and chassis stalls. The Project would be implemented in one development phase and would require a Port Master Plan Amendment.	Draft EIR released November 2024. Public review period ended February 2025.
U.S. Army Corps of Engineers			
47	Port of Long Beach Deep Draft Navigation and Main Channel Deepening	Dredging of up to 10 million cubic yards of material to deepen channels, basins, and standby areas to improve waterborne transportation efficiencies and navigational safety for vessel operations. A new dredge substation will be constructed to provide electricity to dredge equipment.	Final EIR certified in September 2022. Construction estimated to commence in 2027
ICTF Joint Powers Authority			
48	Union Pacific Railroad ICTF Modernization and Expansion Project	Union Pacific proposal to modernize existing intermodal yard 4 miles from the POLB.	Draft EIR on hold.
Community of San Pedro Projects			
49	Pacific Corridors Redevelopment, San Pedro	Development of commercial/retail, manufacturing, and residential components at cross streets Gaffey and Pacific Avenue. Construction underway of four housing developments and Welcome Park.	Project underway. Estimated to be completed in 2032 according to City of Los Angeles Planning Department.

No	Project Title/Location	Project Description	Project Status
Community of Wilmington Projects			
50	Wilmington Redevelopment Plan Amendment/ Expansion	Expand the existing Wilmington Industrial Park (846 Watson Avenue) by an additional 2,487 acres, for a total of approximately 2,719 acres. Under the probable maximum level of development, the overall project area could support up approximately 7,326 residential units (primarily multi-family; zone changes would permit multi-use and higher density residential development). In addition to residential development, the project could accommodate up to approximately 207 acres (9 million square feet) of commercial development and up to 333 acres (14.5 million square feet) of industrial development.	NOP for Program EIR released August 2010. Currently on hold.
City of Carson			
51	Carson Stormwater and Runoff Capture Project	Excavation of 1.5-acre parcel at Sepulveda Boulevard and Figueroa Street and installation of an underground stormwater storage facility and associated infrastructure to store up to 17 acre-feet of water.	ND adopted 2018. In operation.
52	Phillips 66 Los Angeles Carson Plant – Crude Oil Storage Capacity	Increase crude oil storage capacity at the Los Angeles Refinery Carson Plant by installing one new 615,000-bbl crude oil storage tank with a geodesic dome, increasing the annual permit throughput limit of two existing 320,000-bbl crude oil storage tanks, and installing geodesic domes on the same two existing 320,000-bblcrude oil storage tanks. Tie-ins to the Pier "T" crude oil delivery pipeline from Berth 121 would be installed.	Final ND adopted December 2014. In operation.
53	Shell Carson Facility Ethanol (E10)	Convert existing 69,000-bbl gasoline storage tanks to ethanol service. The EIR for this project included the following project objectives: (1) Increase the Carson Facility's ethanol storage capacity by approximately 75 percent; (2) Increase ethanol tanker-truck loading capacity by at least 75 percent; (3) Include modifications that would minimize impacts to its existing capacity to receive, store and deliver other petroleum products at current levels; and (4) Maintain operational efficiency, safety, and flexibility.	Final EIR published December 2012. Design completed June 2022. In operation.

This page intentionally left blank

SECTION 5
Mitigation Monitoring and Reporting Program

5.1 Introduction

This Mitigation Monitoring and Reporting Program (MMRP) fulfills the requirements of California Public Resources Code Section 21081.6 and State California Environmental Quality Act (CEQA) Guidelines Section 15087. As stated in PRC Section 21081.6(a)(1):

> *The public agency shall adopt a reporting or monitoring program for the changes made to the project, or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment.*

The Port of Long Beach (POLB or Port) is the lead agency for the proposed Gold Bond Gypsum Wallboard Facility Demolition Project under CEQA and, therefore, has the primary responsibility for ensuring that the Project's mitigation measures are implemented. The MMRP ensures that the mitigation measures identified in the IS/MND are implemented to reduce or avoid identified environmental effects and to appropriately assign the mitigation responsibilities for implementing the proposed Project. The mitigation measures listed in the MMRP will be considered by the POLB Board of Harbor Commissioners as conditions of primary Project approval.

5.2 CEQA Guidelines

State CEQA Guidelines Section 15097 discusses mitigation monitoring and reporting as required in PRC Section 21081.6(a). Mitigation is defined in State CEQA Guidelines Section 15370 as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impacts by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time be preservation and maintenance activities during the life of the project; and
- Compensates for the impacts by replacing or providing substitute resources or environments.

Mitigation measures provided in this MMRP are identified in IS/MND Section 4 (Environmental Setting and Impacts) as feasible and effective in mitigating Project-related environmental impacts to biological resources, cultural resources, hazards and hazardous materials, and tribal cultural resources. Based on the findings of the IS/MND, mitigation measures are not required for aesthetics, agriculture and forestry resources, air quality, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, noise,

population and housing, public services, recreation, transportation, utilities and service systems, and wildfire.

5.3 MMRP Approach

The MMRP is organized in a table format in **Table 13,** *Mitigation Monitoring and Reporting Program*. For each mitigation measure, the MMRP identifies the following:

- Required action;
- Description of the mitigation measure, including when the action is required to be taken, and any required submittal or documentation;
- Entity responsible for the action and/or monitoring;
- Timing/Phase for completion of the action;
- Person(s) or Party verifying implementation of the action;
- Any notes or comments.

When an Applicant's contractors undertake a proposed project, the pertinent mitigation measures shall be included in the terms and conditions of the contractor's issued by the Applicant/Permittee. The Applicant/Permittee shall undertake regular inspections of the job site to ensure that contractors are implementing the mitigation measures associated with the Project and complying with their respective contacts. POLB officials will also conduct periodic inspections of the job site to verify the mitigation measures are being implemented. The Port's Environmental Planning project manager will be responsible for ensuring completion of the mitigation measures that are the responsibility of the Applicant/Permittee.

TABLE 13
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
BIOLOGICAL RESOURCES					
MM-BIO-1	**Pre-Demolition Surveys for Nesting and Breeding Birds.** To prevent taking active bird nests during the nesting season (approximately February 1 through August 31): • The Permittee shall retain a qualified avian biologist; and • Within seven (7) days prior to the onset of demolition activities (i.e., mobilization, staging, demolition, or heavy plant trimming) during the nesting season, the qualified avian biologist shall conduct a survey of all areas located within 500 feet of the Project area. The results of the survey shall be documented by the qualified avian biologist. Within thirty (30) days following the onset of demolition activities, the Permittee shall submit copy of the survey electronically via email to the POLB Director of Environmental Planning at CEQA@polb.com.	Permittee/Contractor Qualified Avian Biologist	Pre-Demolition Survey within 7 days prior to onset of demolition activities; Submit copy of survey to POLB Director of Environmental Planning within 30 days of following start of demolition.		
MM-BIO-2	**Discovery of Breeding Birds with Active Nests.** If the qualified avian biologist identifies breeding birds with active nests prior to or during demolition, the qualified avian biologist shall establish a species-appropriate buffer zone until the young have fledged the nest or the nest fails. The buffer zones would be as follows: • 300 feet for passerines: perching birds such as finches, sparrows, songbirds, etc. • Up to 500 feet for raptor species: eagles, hawks and owls, etc. As determined appropriate by the qualified avian biologist, the avian biologist shall conduct monitoring of the nest to ensure the adequacy of the buffer and that project activities do not disturb active nests. If the biologist determines that project activities are disturbing nesting activities, the biologist shall set a larger buffer area and continue to monitor accordingly. Monitoring shall continue until the nesting cycle is complete or nesting activity ceases, whichever is earlier. The avian biologist shall document in a monitoring report, the results of the surveys, nest buffers implemented, and results of monitoring. Within 30 days following completion of Project activities, the Permittee shall submit a copy of the monitoring report electronically via email to the POLB Director of Environmental Planning at CEQA@polb.com.	Permittee /Contractor Qualified Avian Biologist	Regular monitoring for breeding birds and active nests prior to or during demolition activities. Submit monitoring reports to POLB Director of Environmental Planning within 30 days following completion of Project activities.		

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
CULTURAL RESOURCES					
MM-CR-1	**Contractor Cultural Resources Training.** Permittee's contractor shall retain a qualified archeologist to provide archeological sensitivity training to all construction personnel prior to the commencement of any ground disturbing activities. Archeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity regulatory issues, and the proper protocol for the treatment of the materials in the event of an unanticipated discovery. Written confirmation of the archeological sensitivity training shall be submitted to the POLB Director of Environmental Planning at CEQA@polb.com within 30 days of the commencement of demolition activities.	Permittee /Contractor Qualified Archaeologist	Pre-Demolition Training. Submit written confirmation to POLB Director of Environmental Planning within 30 days of the commencement of demolition Activities.		
MM-CR-2	**Unanticipated Discovery.** In the event potentially significant archaeological resources are encountered during earthmoving activities, the construction contractor shall cease such activity within fifty (50) feet of the affected area and notify the Permittee and the Port of Long Beach (POLB) Environmental Planning Division at (562) 283-7100 or CEQA@polb.com. Personnel of the project shall not collect or move any archaeological or associated materials. Permittee shall immediately retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for professional archaeology to evaluate the find in accordance with the provisions of CEQA Guidelines Section 15064.5(c)(f). Demolition activities shall not resume until the qualified archaeologist has made a determination on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource shall be prepared and implemented by the qualified archaeologist and submitted for	Permittee /Contractor Qualified Archaeologist	During demolition activities. Submit summary report to POLB Director of Environmental Planning within 90 days of discovery; Qualified archaeologist submits final report to the South Central Coastal Information Center within 30 days of its acceptance by the POLB Director of Environmental Planning.		

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	review and comment to the POLB and any consulting Native American Tribe pursuant to Assembly Bill 52 prior to its implementation. Within ninety (90) days of the discovery of any archaeological resource, Permittee shall engage the qualified archaeologist to prepare a report summarizing the description of any archeological resources unearthed, discussion of the significance evaluation and treatment of the resources, and results of the artifact processing, analysis, and research. Appropriate California Department of Parks and Recreation 523 Forms shall be appended to the report. The report shall be submitted electronically via email to the Director of Environmental Planning at CEQA@polb.com. The qualified archaeologist shall submit the final report to the South Central Coastal Information Center within thirty (30) days of its acceptance by the POLB Director of Environmental Planning.				
MM-CR-3	**Unanticipated Discovery of Human Remains.** In the event of the unanticipated discovery of human remains, contractors shall immediately cease all work activities in the area (within approximately 100 feet of the discovery) until it can be evaluated by the Los Angeles County Coroner. Contractor shall immediately notify the Permittee and the POLB Environmental Planning Division at (562) 283-7100 or CEQA@polb.com. Demolition activities shall not resume until the coroner has made their determination. If the Los Angeles County Coroner determines that that discovery of human remains is of Native American descent, the coroner must notify the NAHC within twenty-four (24) hours. The NAHC shall then identify the person(s) thought to be the most likely descendant. The most likely descendant may, with the permission of the landowner or Permittee, or its authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the POLB and Permittee means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The most likely descendant shall complete their inspection and make their recommendation within forty-eight (48) hours of being granted access to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the Permittee shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development	Permittee /Contractor	During demolition activities. Submit summary report to POLB Director of Environmental Planning within 90 days of discovery.		

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	activity until the POLB and Permittee have discussed and conferred, as prescribed in this mitigation measure, with the most likely descendant regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The Permittee shall discuss and confer with the most likely descendant on all reasonable options regarding their preferences for treatment. If the NAHC is unable to identify a most likely descendant, or the most likely descendant identified fails to make a recommendation, or the Permittee or POLB rejects the recommendation of the most likely descendant and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the POLB, the Permittee shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance. Within ninety (90) days of the discovery of human remains, the Permittee shall prepare a report summarizing the results of discovery, any evaluations, and the steps taken pursuant to this mitigation measure. The report shall be submitted electronically via email to the Director of Environmental Planning at CEQA@polb.com.				
HAZARDS & HAZARDOUS MATERIALS					
MM-HAZ-1	**Site-Specific Health and Safety Plan.** Prior to demolition activities, the Permittee or its contractor shall prepare a Site-Specific Health and Safety Plan (SHSP) in compliance with Occupational Safety and Health Administration (OSHA) Safety and Health Standards (29 CFR 1910.120) and Cal/OSHA requirements (8 CCR, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6725). To address potential impacts or risks to workers and the public, the SHSP shall include hazard identification, monitoring, and action levels for potential contaminated soils and/or subsurface vapors encountered during demolition activities; requirements for worker training and regular meetings regarding site-specific hazards and protocols, use and maintenance of personal protection equipment, emergency response procedures, and documentation and reporting requirements. At least three (3) days prior to the commencement of demolition of activities, the Permittee shall submit the SHSP via email to the POLB Director of Environmental Planning at: CEQA@polb.com. The SHSP shall be available at the Project site for the duration of demolition activities and for review upon request on the Project site.	Permittee/Contractor	Prepare SHSP prior to demolition activities; At least three (3) business days prior to demolition activities, Permittee submits SHSP electronically via email to POLB Director of Environmental Planning at CEQA@polb.com; SHSP shall be available at the Project site for duration of demolition activities and upon request.		

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
MM-HAZ-2	**Site Management Plan.** Prior to the commencement of demolition activities or ground-disturbing activities, the Permittee or its contractor shall develop and implement a Site Management Plan (SMP) for the management of demolition materials (including clarifiers), suspected USTs, soil, fill, soil gas, and groundwater, and any contaminated materials, if encountered. Sampling, testing, and analysis shall be conducted in accordance with appropriate California and local guidelines [e.g., Department of Toxic Substances Control (DTSC), California Environmental Protection Agency (CalEPA), and Los Angeles Regional Water Quality Control Board (LARWQCB)]. The SMP shall include soil sampling provisions to determine the extent of soil contamination around the suspected USTs and clarifier from possible leaks. Any soils qualifying as hazardous waste under regulations, such as 22 C.C.R. § 66262.11 or other regulations identified in the SMP, and/or soils that include concentrations of chemicals that exceed applicable State Office of Environmental Health Hazard Assessment (OEHHA) California Human Health Screening Levels (CHHSL), shall be subject to site-specific soil removal, treatment, and disposal measures included in the SMP to comply with applicable federal, State, and local overseeing agencies requirements to prevent unacceptable exposure of hazardous materials to construction workers, the environment or the public from contaminated soils or soil vapors during construction. The SMP shall include the following, at a minimum: • Site description, including the hazardous materials that may be encountered. • Roles and responsibilities of onsite workers, supervisors, and the regulatory agency. • Training for site workers focused on the recognition of and response to encountering hazardous materials. • Protocols for the materials (soil and/or dewatering effluent) testing, handling, removing, transporting, and disposing of all excavated materials and dewatering effluent in a safe, appropriate, and lawful manner. • Confirmation sampling to verify that the remaining soil and/or groundwater at the site does not have chemical concentrations above screening levels for the applicable planned land use.	Permittee/Contractor	Prepare SMP prior to demolition activities; At least ninety (90) days prior to commencement of demolition activities, Permittee submits SMP to POLB Director of Environmental Planning for review and approval electronically via email at: CEQA@polb.com.		

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	• Identification of licensed disposal sites permitted to accept the waste materials. • Reporting requirement to the overseeing regulatory agency, documenting that site activities were conducted in accordance with the SMP. At least ninety (90) days prior to the commencement of demolition activities, the Permittee shall submit the SMP electronically via email to CEQA@polb.com for review and approval by the POLB Director of Environmental Planning.				
Tribal Cultural Resources					
MM-TCR-1	**Native American Monitor.** The project Permittee/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitoring logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the project Permittee/lead agency upon written request to the Tribe. On-site tribal monitoring shall conclude upon completion of the following (1) written confirmation to the Kizh from a designated point of contact for the project Permittee/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; and/or(2) a determination and written	Permittee/Contractor/ Native American Tribal Representative	Retain native American Monitor prior to ground-disturbing activities. Submit executed monitoring agreement to POLB Director of Environmental Planning prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity; Monitoring to occur throughout the duration of ground-disturbing activities or until a determination is made by the Kizh that no further potential for TCRs to be impacted exists.		

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	notification by the Kizh to the project Permittee/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.				
MM-TCR-2	**Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).** Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. The Director of Environmental Planning shall be notified of any discoveries within 24-hours of the discovery.	Permittee/Contractor/ Native American Tribal Representative	During demolition activities. Submit meeting summary report to POLB Director of Environmental Planning within 3 days of discovery.		
MM-TCR-3	**Unanticipated Discovery of Native American Human Remains and Associated Funerary or Ceremonial 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 Public Resources Code Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	Permittee/Contractor/ Qualified Archeologist/Native American Tribal Representative	During demolition activities. Submit discovery summary report to POLB Director of Environmental Planning within 3 days of discovery.		

This page intentionally left blank

SECTION 6
List of Preparers

6.1 Lead Agency

Port of Long Beach Environmental Planning Division

- Jennifer Blanchard, Environmental Specialist / Project Manager
- Jennifer Williams, Environmental Specialist Associate / Deputy Project Manager
- Renee Moilanen, Director
- James Vernon, Assistant Director
- Allyson Teramoto, Manager, CEQA/NEPA Practices
- Anjana Mepani, Officer, CEQA/NEPA Practices
- Dylan Porter, Manager, Water Quality
- Kimberly Dillon, Manager, Environmental Remediation
- Justin Luedy, Senior Environmental Specialist

Port of Long Beach Port Planning Division

- Isaí Rosa, Manager, Transportation Development
- Jason Douglas, Port Planner

Port of Long Beach Real Estate Division

- Carol Wianecki, Senior Leasing Officer
- Michael Brookes, Manager of Real Estate

Long Beach City Attorney's Office

- Sudhir N. Lay, Deputy City Attorney

Stoel Rives, LLP

- Christian L. Marsh, Partner
- Samuel D. Bacal-Graves, Associate

6.2 Project Management, Document Preparation, and Production

Environmental Science Associates (Prime Consultant)

- Mike Harden, Project Manager
- Ana Rodriguez Lomeli, Environmental Planner
- Elbert Hsiung, Air Quality & Acoustics Analyst III
- Fatima Clark, Cultural Resources Specialist
- Shannon Papin, Architectural History Program Manager, Southern California
- Denise Kaneshiro, Senior Graphics Manager
- Chance Scott, GIS
- Aaron Guzman, Senior Word Processor

6.3 Project Review and Quality Control Services

Leidos

- Jessica Degner, Program Manager/CEQA Specialist
- Charles Phillips, Senior Scientist

SECTION 7
Responses to Comments

In accordance with CEQA statute and Guidelines, the Draft IS/MND was circulated for a 30-day public review and comment, beginning on **September 24, 2025**, and ending on **October 24, 2025 at 4 p.m.** The Notice of Availability and Notice of Intent to Adopt an IS/MND was distributed to approximately 400 agencies, stakeholder, and interested members of the public, and was made available for review at the POLB's Administration Building, various public libraries, and online at the POLB website www.polb.com/ceqa.

The Draft IS/MND concluded that, although the proposed Project could have a significant effect on the environment, the potentially significant effects could be reduced to less-than-significant levels through the incorporation of mitigation measures. As shown in **Table 14**, *Written Comments Received On The Draft IS/MND Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project,* during the 30-day public review and comment period, comments were received from one local government agency, two state government agencies, two regional government agency, and three individuals. All comments received during the Draft IS/MND comment period and responses to comments are incorporated into this Final IS/MND for consideration by the Board of Harbor Commissioners prior to making a final decision on the Project.

This section provides responses to the comments received. Each comment is identified by a Comment Letter Code, and comments requiring specific responses are bracketed and numbered. Each comment letter is followed by the Port's written response to each comment received. The comments received from the nine organizations and individuals did not result in any required modifications to the analyses in the Draft IS/MND.

TABLE 14
WRITTEN COMMENTS RECEIVED ON THE DRAFT IS/MND
GOLD BOND GYPSUM WALLBOARD MANUFACTURING FACILITY DEMOLITION PROJECT

Number	Organization/Individual	Comment Codes	Date
Local Government Agencies			
1	Long Beach Unified School District	LBUSD-1 to LBUSD-4	09/24/2025
State Agencies			
2	California Water Resources Control Board - Division of Drinking Water	WRCB-1	09/29/2025
3	California Department of Transportation	Caltrans-1 to Caltrans-3	10/17/2025
Regional Agencies			
4	South Coast Air Quality Management District	SCAQMD-1	10/1/2025
5	South Coast Air Quality Management District	SCAQMD-2 to SCAQMD-5	10/1/2025
6	Los Angeles County Sanitation District	LACSD-1 to LACSD-3	10/16/2025
Individuals			
7	James Grantg	JG-1	09/24/2025
8	Tom Hicks	TH-1	09/24/2025
9	Della Fisher	DF-1	09/26/2025

LONG BEACH
UNIFIED • SCHOOL • DISTRICT

Business Services Department
Facilities Development & Planning
2425 Webster Avenue, Long Beach, CA 90810
Phone: (562) 997-7550 | Fax: (562) 595-8644
www.lbschoolbonds.net

September 24, 2025

VIA EMAIL

Port of Long Beach, Environmental Planning Division
Attention: Ms. Renee Moilanen
415 W. Ocean Boulevard
Long Beach, California 90802
GoldBondDemo@polb.com

RE: Gold Bond Facility Demolition Project – Notice of Availability and Notice of Intent to Adopt an IS/MND

Dear Environmental Planning Division,

The Long Beach Unified School District ("District") acknowledges receipt of the Port of Long Beach's ("Port") Notice of Availability and Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration (IS/MND) regarding the Gold Bond Facility Demolition Project – Permit No. 23-019. LBUSD-1

We are writing to express our concerns and provide comments on behalf of the District regarding the proposed project, particularly in consideration of its close proximity to our schools.

The applicant, Gold Bond Building Products, LLC (Gold Bond), has proposed the demolition and removal of all onsite improvements at its wallboard manufacturing facility, including a warehouse, rock storage building (gypsum dome), mill and plaster mill buildings, tape joint system building, board plant, office building and basement, ship unloading hopper and associated footings, overhead and reclaim conveyor systems and associated footings, two underground storage tanks, underground utilities, access roads, parking areas, and electrical distribution components. The Southern California Edison electrical distribution panel and existing rail spurs and fencing would remain on-site. No in-water demolition, new development, or future land uses are proposed following demolition. LBUSD-2

Given the project's proximity to Edison Elementary School, Chavez Elementary School, and Cabrillo High School, the District is concerned about potential impacts on the health and safety of students, staff, and the surrounding community. Demolition activities of this scale present potential risks related to air quality, dust, noise, hazardous materials, and increased truck traffic. We request that the Port carefully consider and implement mitigation measures that effectively reduce these

LONG BEACH
UNIFIED • SCHOOL • DISTRICT

Business Services Department
Facilities Development & Planning
2425 Webster Avenue, Long Beach, CA 90810
Phone: (562) 997-7550 | Fax: (562) 595-8644
www.lbschoolbonds.net

impacts, including strict dust suppression protocols, air quality monitoring, hazardous materials abatement, and noise controls, particularly during school hours.

In addition, the District strongly urges the Port to plan and enforce truck haul routes that avoid school zones and student pathways, with particular attention to pick-up and drop-off periods and times when students may be walking to and from school. Ensuring safe traffic circulation and minimizing congestion near schools is critical to protecting student safety and the broader community. LBUSD-2 Cont.

While the Initial Study/Mitigated Negative Declaration concludes that impacts would be reduced to less-than-significant levels, the District recommends that the Port consider whether preparation of a more comprehensive Environmental Impact Report (EIR) is warranted, given the project's scale and its proximity to multiple school sites. LBUSD-3

In conclusion, the District appreciates the opportunity to provide comments on the Gold Bond Demolition Project and respectfully requests continued collaboration with the Port of Long Beach. We urge the Port to prioritize the health, safety, and welfare of our students, staff, and surrounding neighborhoods as the project moves forward. LBUSD-4

Thank you for considering our comments.

Please feel free to contact me at 562-997-7550 or TNishihira@lbschools.net

Sincerely,

Tracy Nishihira
Executive Director

Responses to Comments: Long Beach Unified School District

Tracy Nishihira, Executive Director
September 24, 2025

Response to Comment LBUSD-1: This comment is introductory in nature and acknowledges receipt of the Notice of Availability and Notice of Intent to Adopt the IS/MND for the Project. The comment does not address the adequacy of the IS/MND. Therefore, no further response is necessary.

Response to Comment LBUSD-2: The comment states that the District is concerned about the Project based on the proximity to their schools and potential impacts on health and safety issues resulting from the Project. The District requests that thorough consideration be given to mitigate any adverse effect resulting from air quality, dust, noise, hazardous materials, and increased truck traffic. The District urges the Port to ensure adequate truck haul routes be directed away from the District's schools during drop-off/pickup times and during times when students may be walking to and from school. The comment states importance regarding potential traffic congestion and safety hazards associated with increased truck traffic near school zones.

As detailed in the Draft IS/MND, Section 4. IX., *Hazards and Hazardous Materials (Page 4-54),* there are no existing or proposed schools within the Port of Long Beach, Port of Los Angeles, or within 0.25-mile of the Project site. While potentially contaminated demolition-generated materials and soils would need to be transported to landfill facilities and potentially pass within 0.25 miles of a school, adherence to regulations for transport of hazardous materials, including the RCRA, HMTA, California Hazardous Waste Control Law, as well as federal and state Occupational Health and Safety Acts, SCAQMD rules, and permits and associated conditions issued by the City of Long Beach Building and Safety Bureau would apply. As such, impacts would be less than significant.

As discussed in the Draft IS/MND, Section 4.III, *Air Quality (Pages 4-8 through 4-18)*, the proposed Project would comply with all applicable SCAQMD rules and regulations, including Rule 403 Fugitive Dust to reduce particulate matter emissions in ambient air as a result of the Project. Additionally, due to the short-duration of the demolition activities, and no development proposed post-demolition, impacts on air quality would be less than significant. Project demolition soil removal activities would comply with all applicable air quality regulations and all applicable strategies of the CAAP, including the Port's Air Quality BMPs for Construction Activities which would ensure demolition activities and emissions would conform to the AQMP. Moreover, the schools identified by the commenter are all approximately a mile from the project site. On-site demolition activities are not expected to create direct or indirect air quality or dust effects on the schools at that distance.

As discussed in the Draft IS/MND, Section 4.XIII, *Noise (Pages 4-71 and 4-72)*, noise from the proposed Project would result in less than significant impacts due to the distance from the site to the identified sensitive receptors (all three identified schools are approximately one mile from the Project site, though other sensitive receptors exist approximately 2,600 feet away) and compliance with applicable noise standards. Further, the Project only includes demolition of the existing facility

and no operational components are proposed that would produce a permanent increase in long-term ambient noise levels.

As discussed in the Draft IS/MND, Section 4.XVII, *Transportation (Page 4-80),* trucks entering and exiting the Project site would be consistent with the City of Long Beach Mobility Element and would travel via Interstate 710 (I-710) and Interstate 110 (I-110) Freeways. Trucks are prohibited from nontruck routes unless they are entering or exiting a property for business purposes or storage by the most direct route. (Mobility Element, p. 106.) The schools are also all approximately one mile from the Project site, so the trucks are not anticipated to be entering or exiting properties off of truck routes in the vicinity of the schools. Therefore, it is not anticipated that trucks associated with the Project would pass near any of the identified schools or contribute to any existing traffic circulation or safety concerns at those locations. Additionally, truck trips associated with the Project would be distributed throughout the workday, with a higher number of trucks traveling to the site during the early hours of the day. Based on the foregoing, no impact to any schools is anticipated.

Response to Comment LBUSD-3: This comment recommends that the Port consider the preparation of a more comprehensive EIR, given the project's scale and proximity to multiple school sites. The environmental impact analyses included as part of the Draft MND concluded that no significant and unavoidable impacts would occur as a result of Project implementation. All potentially significant impacts were reduced to a less than significant level with implementation of the prescribed mitigation measures. Therefore, consistent with Public Resources Code Sections 21080(c) and 21064.5 and CEQA Guidelines section 15070, an EIR is not necessary to meet the CEQA requirements for the Project.

Response to Comment LBUSD-4: This comment is a conclusion to the comment letter and suggests future collaboration with the Port to ensure projects prioritize the health, safety, and welfare of students, staff, and the community. The comment is general in nature and does not specifically address the adequacy of the IS/MND. No further response is necessary. The Port appreciates the review and comments, as well as the continued collaboration.

Comment Letter 2: California Water Resources Control Board

From: Cheng, Kun@Waterboards
To: Gold Bond Demo
Subject: Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project
Date: Monday, September 29, 2025 3:06:59 PM

Dear Ms. Renee Moilanen,

The Division of Drinking Water does not have any comments for the Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project. WRCB-1
Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project

Thank you,

Kun

Responses to Comments: California Water Resources Control Board

Kun Cheng
September 29, 2025

Response to Comment WRCB-1: This comment indicates that the Division of Drinking Water does not have comments on the Notice of Availability and Notice of Intent to Adopt the IS/MND for the Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project. The comment does not address the adequacy of the IS/MND. Therefore, the comment is acknowledged and no further response is necessary.

Comment Letter 3: California Department of Transportation

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 407-6607
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

October 17, 2025

Jennifer Blanchard
Port of Long Beach
City of Long Beach Harbor Department
415 W. Ocean Boulevard
Long Beach, California 90802

RE: Gold Bond Gypsum Wallboard Manufacturing -
Facility Demolition Project– MND
SCH# 2025091065
GTS# 07-LA-2025-04914

Dear Jennifer Blanchard,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The Port of Long Beach/Gold Bond Building Products, LLC (Gold Bond) proposes to demolish and remove all onsite improvements of the wallboard manufacturing facility consisting of a warehouse, rock storage building (gypsum dome), mill building, plaster mill, tape joint system building, board plant, office building and basement, ship unloading hopper and associated supporting footing on wharf, overhead rock conveyor system and associated supporting footings from the wharf to the gypsum dome, reclaim conveyor system to rock conveyor system, two rock conveyor systems from the gypsum dome to the mill building and associated footings, two underground storage tanks, underground utilities, interior access roads, parking areas, and electrical distribution and components owned by Gold Bond. An existing on-site electrical distribution panel, its foundation and appurtenances owned by Southern California Edison, and existing rail spurs and fencing at the site would remain in-place. There is no proposed in-water demolition work, development, improvements, operations, or new land uses for the site following the demolition of the facility.

Caltrans-1

The nearest State facilities are SR-1, I-710 & I-110. After reviewing the Mitigated Negative Declaration (MND), Caltrans has the following comments:

Caltrans-2

Caltrans recommends limiting large truck travel and construction traffic to off-peak commute hours. A permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing potential impacts for Caltrans review.

Caltrans-3

Should you have any questions, please feel free to contact Nestor Lemus, the project coordinator, at Nestor.Lemus@dot.ca.gov and refer to GTS # 07-LA-2025-04914.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse

Responses to Comments: California Department of Transportation

Miya Edmonson, LDR/CEQA Branch Chief
October 17, 2025

Response to Comment Caltrans-1: This comment is introductory in nature and provides a brief summary of the proposed Project activities. The comment does not address the adequacy of the IS/MND. Therefore, no further response is necessary.

Response to Comment Caltrans-2: This comment provides information regarding the nearest State facilities to the Project site. Caltrans recommends limiting large truck travel and construction traffic to off-peak commute hours. Caltrans also states that a permit for any heavy construction equipment and materials that would require the use of oversized transportation vehicles that could cause impacts on State facilities should be submitted for Caltrans review. A construction traffic control plan detailing potential impacts should also be submitted for Caltrans review.

As detailed in the Draft IS/MND, Section 4.XVII, *Transportation (Page 4-80)*, truck trips associated with the proposed Project would be distributed throughout the workday, with a higher number of trucks traveling to the site during the early hours of the day. In compliance with the City of Long Beach Mobility Element, demolition debris would be transported via designated routes such as the I-710 and the I-110 Freeways. Given the temporary period of demolition activities, truck trips would occur during a limited time and along designated roadways outlined in the City of Long Beach Mobility Element and the Port Master Plan. Any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State highways would require a Caltrans transportation permit. The Project related traffic is not expected to cause issues to any state facilities requiring a construction traffic control plan. However, if the possibility of potential issues were to arise during demolition, the applicant would submit a traffic control plan for Caltrans review and approval. Traffic control plans are construction best management practices routinely incorporated as part of temporary construction projects.

Response to Comment Caltrans-3: This comment is a conclusion to the comment letter. The comment is general in nature and does not specifically address the adequacy of the Draft IS/MND. No further response is necessary.

Comment Letter 4: South Coast Air Quality Management District

From: Sam Wang
To: Gold Bond Demo
Subject: RE: [EXTERNAL] Gold Bond Facility Demolition Project: Notice of Availability/Intent for IS/MND and Application Summary Report
Date: Wednesday, October 1, 2025 10:24:56 AM

Hi Jennifer,

Thanks for your call. This is to confirm that we received the notice of this project. Someone from our team will contact you to request technical data shortly. SCAQMD-1

Best,
Sam

From: Port of Long Beach <webmaster@polb.com>
Sent: Wednesday, September 24, 2025 9:00 AM
To: Sam Wang <swang1@aqmd.gov>
Subject: [EXTERNAL] Gold Bond Facility Demolition Project: Notice of Availability/Intent for IS/MND and Application Summary Report

NOTICE OF AVAILABILITY AND NOTICE OF INTENT TO ADOPT AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND APPLICATION SUMMARY REPORT

Date:	September 24, 2025
Project Title:	Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project
State Clearinghouse No.:	2025XXXXXX
Lead Agency:	Port of Long Beach (City of Long Beach Harbor Department)
Harbor Development Permit No.:	23-019
Applicant:	Gold Bond Building Products, LLC 2001 Rexford Rd., Charlotte, NC 28211

Download a PDF of this notice

In accordance with Section 21092 and 21092.3 of the California Public Resources Code and Section 15072 of the State California Environmental Quality Act (CEQA) Guidelines, this notice advises that the City of Long Beach Harbor Department, acting by and through the Board of Harbor Commissioners (Port of Long Beach or Port), as the lead agency responsible for complying with CEQA, is releasing for a 30-day public review and comment period, a Draft Initial Study and Mitigated Negative Declaration and Draft Application Summary Report for the proposed Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project (Project). The Port will accept written comments through Friday, October 24, 2025.

Project Location: 1850 Pier B Street, Long Beach, California 90813, Long Beach Harbor Planning District 2 (Northeast Harbor), City of Long Beach, County of Los Angeles. Latitude: 33° 46' 47.1138", Longitude: 118° 46' 3.5538"
Present Land Use: Primary Port Facility - Industrial; City of Long Beach designated Port-Related Industrial (IP) Zone.
Project Description: Gold Bond Building Products, LLC (Gold Bond) proposes to demolish and remove all onsite improvements of the wallboard manufacturing facility consisting of a warehouse, rock storage building (gypsum dome), mill building, plaster mill, tape joint system building, board plant, office building and basement, ship unloading hopper and associated supporting footing on wharf, overhead rock conveyor system and associated supporting footings from the wharf to the gypsum dome, reclaim conveyor system to rock conveyor system, two rock conveyor systems from the gypsum dome to the mill building and associated footings, two underground storage tanks, underground utilities, interior access roads, parking areas, and electrical distribution and components owned by Gold Bond. An existing on-site electrical distribution panel, its foundation and appurtenances owned by Southern California Edison, and existing rail spurs and fencing at the site would remain in-place. There is no proposed in-water demolition work, proposed development or improvements, proposed operations, or proposed new land uses for the premises following the proposed demolition of the facility. The site of the proposed Project is not included on a list of hazardous waste sites compiled pursuant to California Government Code Section 65962.5 (Cortese List/California Department of Toxic Substances Control EnviroStor).
Environmental Impacts: The Initial Study and Mitigated Negative Declaration prepared for the proposed Project concludes that the Project would not have any significant or unmitigable environmental impacts. Potential environmental impacts to Biological Resources, Cultural Resources, Hazards and Hazardous Materials, and Tribal Cultural Resources would be mitigated to less than significant levels with the implementation of mitigation measures.
Application Summary Report: Gold Bond submitted Harbor Development Permit application 23-019 to the Port for the proposed Project in April 2023. The proposed Project would be consistent with and conform to the certified Port Master Plan, as amended.
Document Availability: Starting on Wednesday, September 24, 2025, the Draft IS/MND and Application Summary Report will be available for review electronically on the Port of Long Beach's website at: https://www.polb.com/ceqa. This Notice, Draft Initial Study/Mitigated Negative Declaration, and Application Summary Report will also be available for viewing at the following selected locations:

- Port of Long Beach Environmental Planning Division, 415 West Ocean Boulevard, Long Beach, CA 90802
- Billie Jean King Main Library, 200 West Broadway, Long Beach, CA 90802
- Bret Harte Neighborhood Library, 1595 West Willow Street, Long Beach, CA 90810
- San Pedro Regional Branch Library, 931 South Gaffey Street, San Pedro, CA 90731
- Wilmington Branch Library, 1300 North Avalon Boulevard, Wilmington, CA 90744

Public Review Period: The 30-day public review and comment period will begin on Wednesday, September 24, 2025, and end on Friday, October 24, 2025, at 4 p.m. The 30-day public review and comment period does not include the Indigenous Peoples' Day holiday on October 13, 2025.
Written Comments: Written comments must be received by no later than 4 p.m. Pacific Time on Friday, October 24, 2025. Comments can be submitted via regular mail or electronic mail (e-mail). Comments will be accepted anytime during the public review period. Please include the following information in your written comments:

- Name, mailing address, e-mail address.
- For agencies providing comments, name of the agency and responsible individual with contact information(mailing address, e-mail address, and telephone number).
- For comments submitted via e-mail, please include "Gold Bond Demolition Project" in the subject line.

Send comments to: Ms. Renee Moilanen, Director of Environmental Planning, Port of Long Beach, 415 W. Ocean Blvd., Long Beach, CA 90802 or via email to: GoldBondDemo@polb.com.
Public Hearing: A public hearing will be scheduled at a later date for the Long Beach Board of Harbor Commissioners to consider adoption of the Final Initial Study and Mitigated Negative

Declaration, approval of proposed Project, approval of the Application Summary Report, and issuance of the Harbor Development Permit. A separate notice regarding the public hearing will be issued in advance of the public hearing.
Project Manager Contact Information: Ms. Jennifer Blanchard, Environmental Specialist, Environmental Planning Division, GoldBondDemo@polb.com or (562) 283-7100.

Español: Para ver este Aviso en español, visite el sitio web del Port of Long Beach en: https://www.polb.com/ceqa.
Tagalog (Filipino): Upang makita ang Abisong ito sa Tagalog, mangyaring bisitahin ang website ng Port of Long Beach sa: https://www.polb.com/ceqa.
Khmer (Cambodian): ដើម្បីមើលដេចក្តីជូនដំណឹងដនេះជាភាសាខ្មែរូមួលដៅកាន់ដេហទំព័ររប់កុំពង់ខែឡងបិចhttps://www.polb.com/ceqa។.

Follow the Port of Long Beach:

LinkedIn Facebook X YouTube Instagram polb.com

Copyright © 2025 Port of Long Beach, All rights reserved.
You are receiving this email because you signed up on our website or at one of our events.

Our mailing address is:
Port of Long Beach
415 W. Ocean Blvd.
Long Beach, CA 90802

Add us to your address book
unsubscribe from this list update subscription preferences

View the Port of Long Beach's Privacy Policy.

Having trouble viewing this email? View this email in your browser

Responses to Comments: South Coast Air Quality Management District

Sam Wang
October 1, 2025

Response to Comment SCAQMD-1: This comment acknowledges receipt of the IS/MND for the proposed Project and states that someone from the SCAQMD team will request technical data shortly. The comment is general in nature and no further response is necessary.

Comment Letter 5: South Coast Air Quality Management District

From:	Jivar Afshar
To:	Blanchard, Jennifer; Gold Bond Demo
Cc:	Sam Wang
Subject:	RE: Technical File Request for Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project (South Coast AQMD Control No. LAC250924-01)
Date:	Wednesday, October 1, 2025 4:17:13 PM
Attachments:	image001.png image002.png

Received, thank you for your prompt response.

SCAQMD-5

Best,
Jivar Afshar

Air Quality Specialist, CEQA
Planning, Rule Development, & Implementation
(909)396-2040
Please note, South Coast AQMD is closed on Mondays.

From: Blanchard, Jennifer <jennifer.blanchard@polb.com>
Sent: Wednesday, October 1, 2025 4:03 PM
To: Jivar Afshar <jafshar@aqmd.gov>; Gold Bond Demo <GoldBondDemo@polb.com>
Cc: Sam Wang <swang1@aqmd.gov>
Subject: [EXTERNAL] RE: Technical File Request for Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project (South Coast AQMD Control No. LAC250924-01)

Attached are the AQ files. Please confirm receipt as the last emails have bounced back a few times. Thank you!

Jennifer Blanchard
Environmental Specialist
Environmental Planning Division
Port of Long Beach
562.283.7107 (office direct) | 562.743.6297 (mobile)
415 W. Ocean Blvd., Long Beach, CA 90802
jennifer.blanchard@polb.com
www.polb.com

From: Jivar Afshar <jafshar@aqmd.gov>
Sent: Wednesday, October 1, 2025 2:22 PM
To: Gold Bond Demo <GoldBondDemo@polb.com>
Cc: Sam Wang <swang1@aqmd.gov>
Subject: Technical File Request for Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project (South Coast AQMD Control No. LAC250924-01)

Dear Ms. Moilanen,

South Coast AQMD staff received the IS/MND for the Proposed Coachella Airport Business Park Project (South Coast AQMD Control Number: LAC250924-01) Staff is currently in the process of reviewing the Project. The public commenting period is from September 24, 2025 to October 24, 2025. SCAQMD-2

Upon review of the files provided as part of the public review period, I was able to access the PDF versions of the IS/MND and Appendices; https://www.polb.com/ceqa.

We respectfully request that you also provide electronic copies of the complete, **live** modeling and emissions calculation files used to quantify air quality impacts from construction and/or operation of the proposed project. Specifically, please include:

- CalEEMod input files (**.csv format**); SCAQMD-3
- Emission calculation files (**Excel format**; not PDF), including those related to truck operations or other project-related sources;
- AERMOD input and output files, including AERMOD View (**.isc**) files;
- If HARP was used, HARP input and output files and/or Excel files used to calculate cancer risk and chronic/acute hazards (**live files only**, no PDFs);
- Any additional files used for post-processing outside of AERMOD to calculate pollutant-specific concentrations, if applicable.

To ensure timely review, we request that these files be provided by **October 10, 2025**, via a Dropbox or other accessible download link. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period. SCAQMD-4

Best Regards,
Jivar Afshar *(she, her, hers)*

Air Quality Specialist,CEQA
Planning, Rule Development, & Implementation
(909)396-2040
Please note, South Coast AQMD is closed on Mondays.



CONFIDENTIALITY NOTE: This email message and its attachments contain work product or other information which is privileged, confidential and/or protected from disclosure. This information is intended only for the use of the individual or entity named above. If you think that you have received this message in error, please email or phone the sender. If you are not the intended recipient, any dissemination, distribution or copying is strictly prohibited.

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more Click Here.

Responses to Comments: South Coast Air Quality Management District

Jivar Afshar, Air Quality Specialist
October 1, 2025

Response to Comment SCAQMD-2: This comment is introductory in nature and acknowledges receipt of the IS/MND for a different project other than the proposed Project ("Proposed Coachella Airport Business Park Project (South Coast AQMD Control Number: LAC250924-01").)). This is a typo and should have referenced the Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project. The comment does not address the adequacy of the IS/MND. Therefore, no further response is necessary.

Response to Comment SCAQMD-3: This comment requests electronic copies of live modeling and emissions calculations files which were used to quantify air quality impacts from construction and/or operation of the proposed Project for further review by SCAQMD. Specifically, the SCAQMD requests the CalEEMod input files, emission calculation files – including those related to truck operations or other project-related sources, AERMOD input and output files, including AERMOD View, HARP input and output files and/or Excel files used to calculate risk and chronic/acute hazards if a HARP was used, and any additional files used for post-processing outside of AERMOD to calculate pollutant-specific concentrations, if applicable.

The comment does not address the adequacy of the IS/MND. Therefore, no further response is necessary. As noted in Response to Comment SCAQMD-5, the requested files were sent to and received by the SCAQMD.

Response to Comment SCAQMD-4: This comment requests that the files be provided by October 10, 2025, via a Dropbox or other accessible download link for SCAQMD's further review. This comment also states that any delays in providing all supporting documentation requested by SCAQMD will require additional time for review beyond the end of the comment period.

The files requested were provided to SCAQMD by the Port of Long Beach on October 1, 2025, via email.

Response to Comment SCAQMD-5: This comment acknowledges receipt of the requested files on October 1, 2025. This comment is general in nature and no further response is necessary.

Comment Letter 6: Los Angeles County Sanitation Districts

LOS ANGELES COUNTY SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

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

October 16, 2025

Ref. DOC 7602695

VIA EMAIL GoldBondDemo@polb.com

Ms. Renee Moilanen, Director of Environmental Planning
Port of Long Beach
415 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Moilanen:

NOI Response to Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project

The Los Angeles County Sanitation Districts (Districts) received a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (MND) for the subject project located in the City of Long Beach on September 25, 2025. The proposed project is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service: LACSD-1

1. The wastewater flow originating from future development will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' 39-inch diameter Pico Avenue Trunk Sewer, located in Fashion Avenue, north of West 9th Street. This trunk sewer has a capacity of 19.1 million gallons per day (mgd) and conveyed a peak flow of 6.3 mgd when last measured in 2018.

2. A copy of the District's average wastewater generation factors is available on our website at Table 1, Loadings for Each Class of Land Use.

3. The wastewater generated by future development will be treated at the A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant) located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 246.0 mgd. LACSD-2

4. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before future individual development is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, please contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727. If an Industrial Wastewater Discharge Permit is required, connection fee charges will be determined by the Industrial Waste Section.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the

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

LACSD-2 Cont.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2742, or phorsley@lacsd.org.

LACSD-3

Very truly yours,

Patricia Horsley

Patricia Horsley
Environmental Planner
Facilities Planning Department

PLH:plh

Responses to Comments: Los Angeles County Sanitation Districts

Patricia Horsley, Environmental Planner
October 16, 2025

Response to Comment LACSD-1: This comment is introductory in nature and acknowledges receipt of the Notice of Availability and Notice of Intent to Adopt the IS/MND for the Project by the Los Angeles County Sanitation Districts (Districts). The comment does not address the adequacy of the IS/MND. Therefore, no further response is necessary.

Response to Comment LACSD-2: This comment states that the wastewater flow for the Project will discharge to a local sewer line which is not maintained by the Districts and the local sewer line trunk sewer capacity of 19.1 million gallons per day (mgd) would convey a peak flow of 6.3 mgd since last measured in 2018. A link to a copy of the District's average wastewater generation factors is provided for review. In addition, the Districts notes that wastewater generated by future development will be treated at the A.K. Warren Water Resource Facility (known as the Joint Water Pollution Control Plant), which has a capacity of 400 mgd and currently processes an average flow of 246.0 mgd.

This comment also provides information regarding a facilities connection fee paid to the Districts' Sewerage System to increase the strength or quantity of wastewater discharged from connected facilities. The Districts provide a link to a copy of the Connection Fee Information Sheet which includes rates and fees.

Further, this comment states that the Districts' wastewater treatment facility capacities must align with the regional growth forecast set by the Southern California Association of Governments (SCAG) to comply with the Federal Clean Air Act (CAA). Facility expansions are phased and sized according to SCAG's approved growth projections, ensuring consistency with clean air plans for the South Coast and Mojave Desert Air Basins. This comment letter informs developers that service will be provided only within legally permitted capacity limits and does not guarantee wastewater service.

As detailed in the Draft IS/MND, Section 4.XIX, *Utilities and Service Systems (Pages 4-87 to 4-88)*, during demolition and grading activities, portable restrooms would be available for construction workers, which would contribute a negligible amount to wastewater flows within the City's wastewater system upon emptying. Since the Project involves demolition of the existing Gold Bond Gypsum Wallboard Facility and does not propose new structures, it would not generate additional long-term wastewater. Accordingly, the proposed Project would not exceed the wastewater treatment capacity of the Joint Water Pollution Control Plant or Long Beach Water Reclamation Plant. The Draft IS/MND concluded that impacts to wastewater would result in less than significant impacts as a result of the Project.

Response to Comment LACSD-3: This comment is a conclusion to the comment letter. The comment is general in nature and does not specifically address the adequacy of the IS/MND. No further response is necessary.

Comment Letter 7: James Grantg

From: James Grantg
To: Gold Bond Demo
Subject: Demolition
Date: Wednesday, September 24, 2025 2:28:11 PM

Thank you for considering my input on this matter. I am writing to express my concern regarding the proposed demolition of the building. Before proceeding, I believe a comprehensive cost-benefit analysis is warranted, particularly given the absence of a defined replacement plan.

The demolition's environmental impact requires careful consideration. This includes the potential disruption to local wildlife (avian and aquatic populations), the environmental consequences of the demolition process itself (e.g., pollution, dust), and the volume of waste destined for landfill. A thorough assessment of the recyclability and reusability of the building materials should be undertaken to minimize environmental consequences. A detailed plan outlining mitigation strategies for these potential negative impacts would be beneficial. I would appreciate the opportunity to discuss these concerns further. JG-1

Sincerely,

James Grantg

Sent from Yahoo Mail for iPhone

Responses to Comments: James Grantg

James Grantg
September 24, 2025

Response to Comment JG-1: This comment expresses concern regarding the Project and suggests a comprehensive cost-benefit analysis is warranted due to the absence of a defined replacement plan. This comment recommends careful consideration specifically in regard to local wildlife (avian and aquatic populations), potential environmental consequences of proposed demolition activities (including pollution, dust), and volume of demolition waste produced during these activities. The comment also recommends a thorough assessment of the recyclability and reusability of the demolition debris and a detailed plan outlining mitigation strategies to reduce potential environmental impacts.

The commenter's suggestion that a cost-benefit analysis is warranted due to the absence of a defined replacement plan is beyond the scope of this CEQA environmental document. However, the comment is noted for the record.

As detailed in the Draft IS/MND, Section 4. IX., *Biological Resources (Page 4-20 through 4-24),* the POLB provides habitat for a wide variety of avian species. The Draft IS/MND concludes that the Project would have a potentially significant impact on special-status avian species during demolition activities. To mitigate these impacts, the Project would adopt Mitigation Measures MM-BIO-1 (Pre-Demolition Surveys for Nesting and Breeding Birds) and MM-BIO-2 (Discovery of Breeding Birds with Active Nests) *(Page 5-3)* to reduce impacts on avian species that could be disturbed during Project demolition activities. With implementation of MM-BIO-1 and MM-BIO-2, impacts on avian species would be reduced to a less than significant level. All other impacts to biological resources were found to be less than significant.

As discussed in the Draft IS/MND Section 4.III., *Air Quality (Pages 4-8 through 4-18)*, the proposed Project would comply with all applicable SCAQMD rules and regulations, including Rule 403 Fugitive Dust to reduce particulate matter emissions in ambient air as a result of the Project. As analyzed throughout Section 4.III, impacts on air quality would be less than significant.

As discussed in the Draft IS/MND Section 4.XIX, *Utilities and Service Systems* (*Page 4-89),* the Project would generate demolition debris such as trash, scrap metal, abrasive material, concrete, and general demolition scrap which would be disposed of and recycled according to all federal, State, and local solid waste requirements, including AB 939 and the CALGreen Building Code, which specify that 50 percent and 65 percent, respectively, of construction debris be diverted from landfills. All demolition debris and soils would be exported to landfills that accept the specific types of material, such as the Waste Management facility in Simi Valley, Buttonwillow Landfill in Kern County, and/or Kettleman Hills Facility in Kettleman City. Each of the serving landfills have capacity to accommodate the Project's short-term solid waste disposal needs. With no long-term source of solid waste, the Project would reduce the amount of long-term solid waste compared to existing conditions. As analyzed in Section 4.XIX, Project impacts related to solid waste disposal would be less than significant. In addition, the construction contractor prior to demolition activities would

determine the extent of the recyclability and reusability of the demolition debris to comply with applicable regulation pertaining to recycling and waste disposal.

Comment Letter 8: Tom Hicks

From: Tom Hicks
To: Gold Bond Demo; Marroquin, Art
Subject: Fwd: NEED SEPT CAPEX ??
Date: Wednesday, September 24, 2025 10:29:34 AM

TEAM POLB ,

Hope you are having a GREAT week.

TH-1

How can we assisit you in finishing off Q3 ??

We fund PROJECTS too.

www.vfi.net



A billion-dollar, investment-grade, asset-based lender.

Tom Hicks, Business Development Officer
O: 801.733.8100 | **D:** 801.438.0793
W: www.vfi.net | **E:** thicks@vfi.net
A: 2800 E Cottonwood Pkwy, 2nd Floor | Salt Lake City, UT 84121

CONFIDENTIALITY NOTICE: The information contained in this message from VFI and any attachments are confidential and intended for the named recipient(s). If you have received this message in error, you are prohibited from copying, distributing, or using this information. Please contact the sender immediately by email and delete the original message.

Responses to Comments: Tom Hicks

Tom Hicks
September 24, 2025

Response to Comment TH-1: The comment includes a request to be part of the team in implementing the Project. The comment does not address the adequacy of the IS/MND. Therefore, no further response is necessary.

Comment Letter 9: Della Fisher

From: Della Fisher
To: Gold Bond Demo
Subject: Re: www.polb.com | Check-In (Follow-Up) | Sept 26, 2025, 2:36 PM
Date: Friday, September 26, 2025 12:48:52 PM

Hi goldbonddemo,

I can send the website audit report along with the issues I noted. DF-1

Just say “Yes” or “Sure,” and I’ll send it right over.

Best regards,
Della Fisher
Website Examiner

From: Della Fisher
Sent: Saturday, June 21, 2025 at 10:17 PM
To: goldbonddemo@polb.com
Subject: Forward to you?

Hi,

You’ve
done a solid job with the website 'www.polb.com' —it’s visually appealing and easy to navigate. However, it's not ranking for keywords that matter in your space.

I’ve compiled the insights into a short report that includes visuals and pricing.

Can I forward them?

Thanks,
Della Fisher

Just reply "Sure" / "Send" if you'd like details, or "Remove" if not.

Responses to Comments: Della Fisher

Della Fisher
September 26, 2025

Response to Comment DF-1: The comment includes correspondence not related to content of the IS/MND. Therefore, no further response is necessary.

This page intentionally left blank

Appendix A
Native American Consultation

April 1, 2025

BobbyRay Esparza, Cultural Director
Cahuilla Band of Indians
52701 CA Highway 371
Anza, CA, 92539

Email: besparza@cahuilla-nsn.gov

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Cultural Director Esparza:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Cahuilla Band of Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Cahuilla Band of Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Cahuilla Band of Indians may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

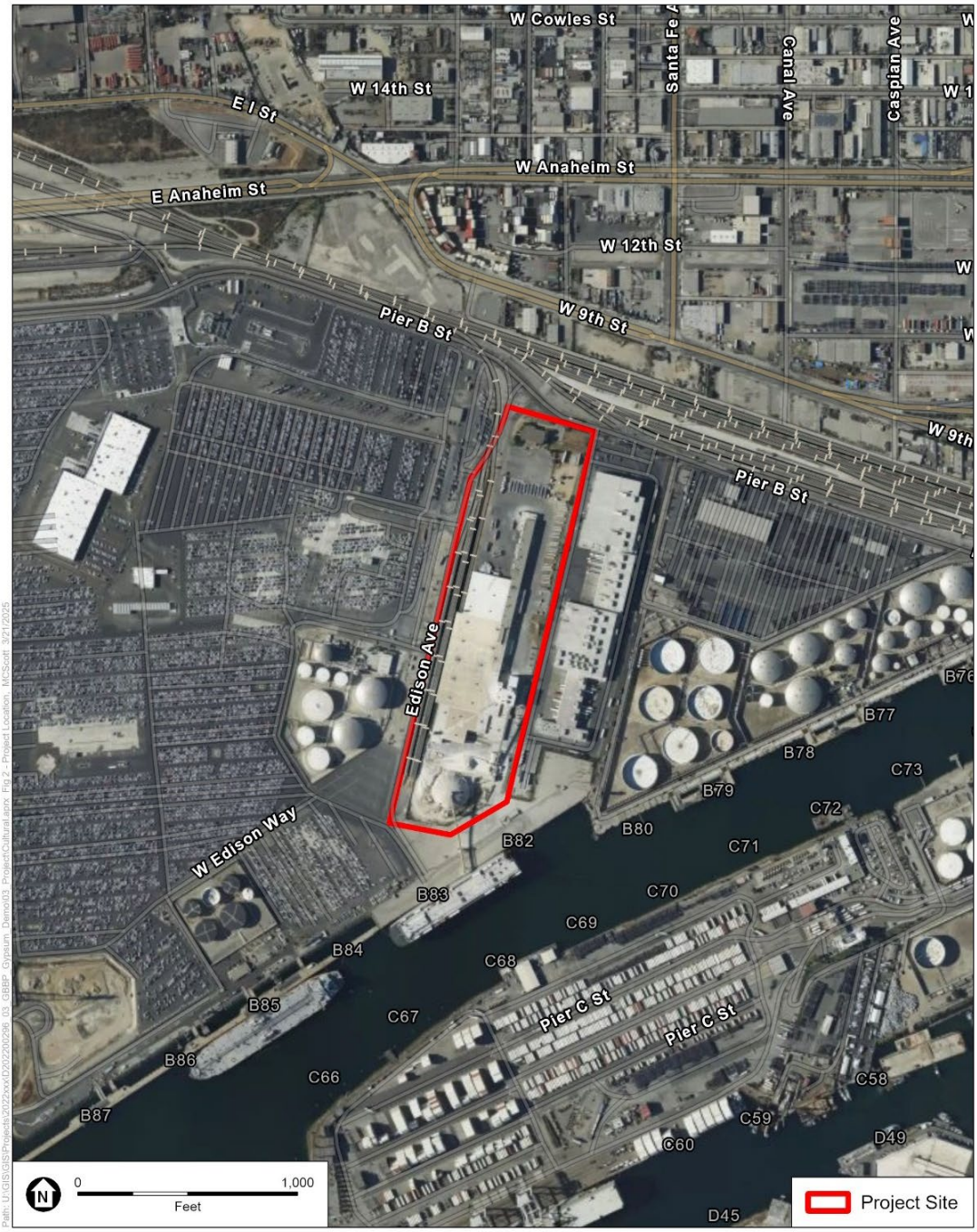
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA, 91778

Email: GTTribalcouncil@aol.com

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1

Dear Chairperson Morales:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site. A search of the Sacred Lands File conducted by the Native American Heritage Commission (NAHC) was positive for the presence of tribal cultural resources within the project area. The NAHC recommended that we contact you regarding your knowledge of the presence of cultural resources that may be impacted by the proposed Project.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and

the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrieleno/Tongva San Gabriel Band of Mission Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrieleno/Tongva San Gabriel Band of Mission Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrieleno/Tongva San Gabriel Band of Mission Indians may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

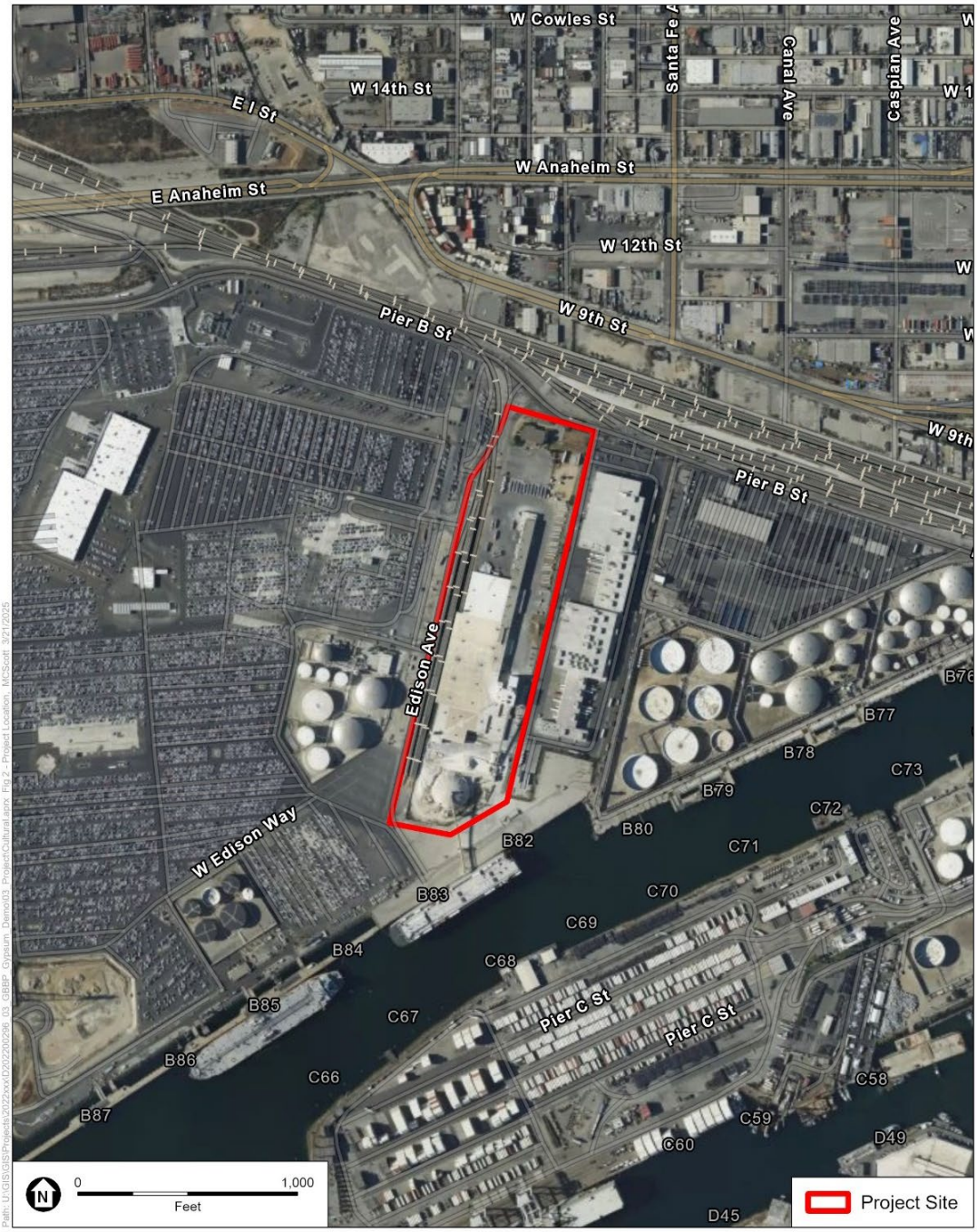
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Christina Conley, Cultural Resource Administrator
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 941078
Simi Valley, CA, 93094

Email: christina.marsden@alumni.usc.edu

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Cultural Resource Administrator Conley:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrielino Tongva Indians of California Tribal Council has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrielino Tongva Indians of California Tribal Council request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrielino Tongva Indians of California Tribal Council may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

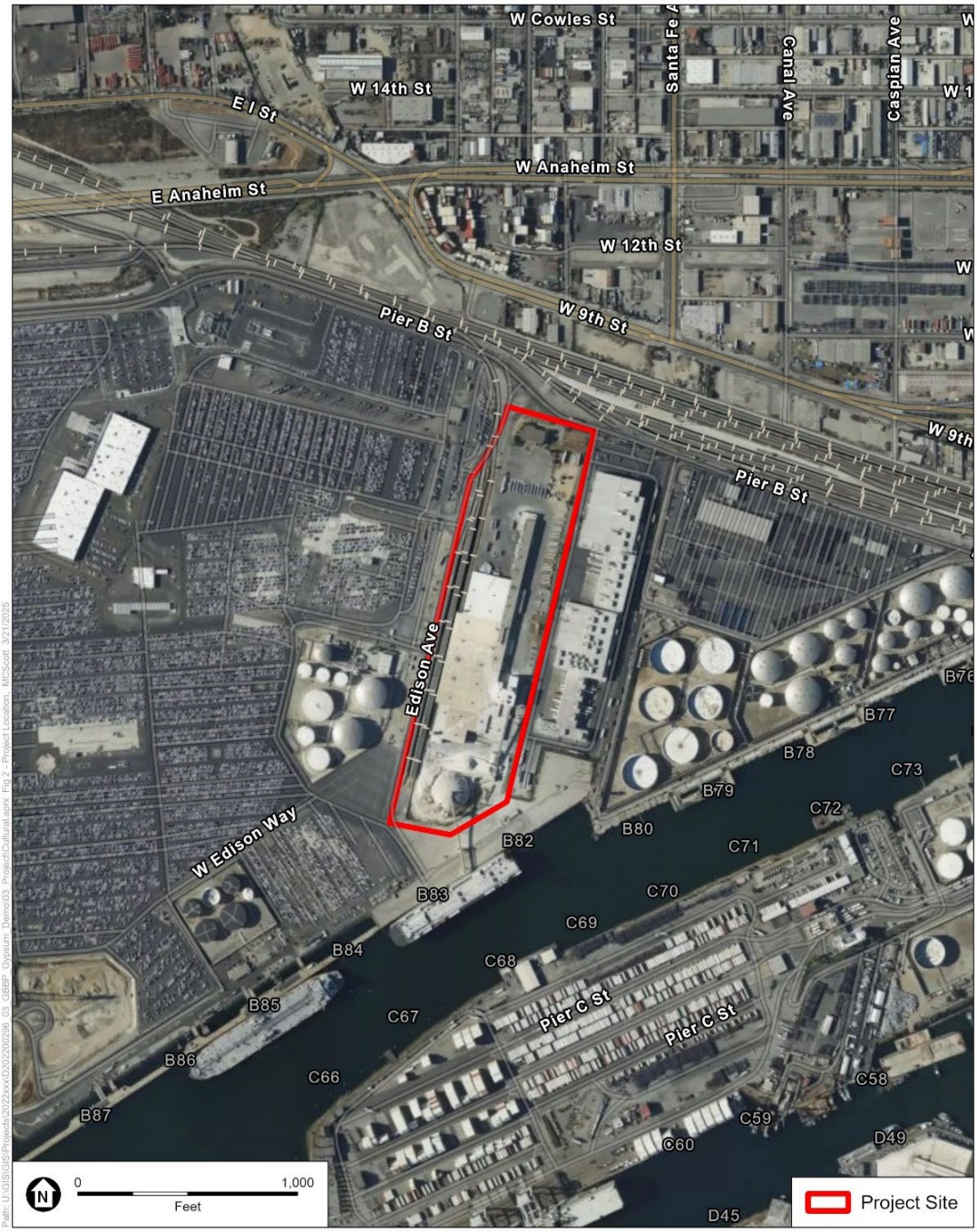
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Anthony Madrigal, Tribal Historic Preservation Officer
Cahuilla Band of Indians
52701 CA Highway 371
Anza, CA, 92539

Email: anthonymad2002@gmail.com

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Tribal Historic Preservation Officer Madrigal:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Cahuilla Band of Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Cahuilla Band of Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Cahuilla Band of Indians may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

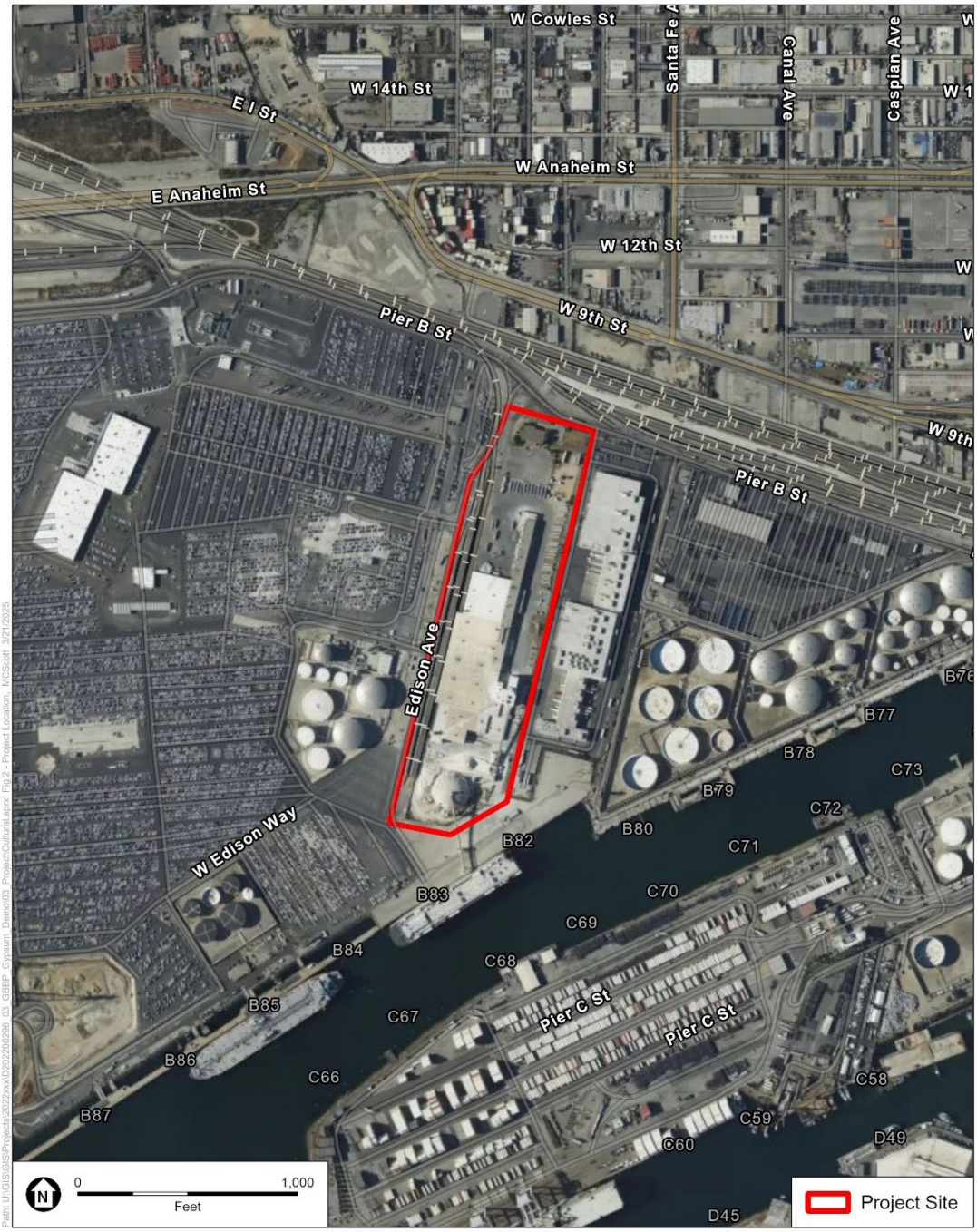
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Joyce Perry, Cultural Resource Director
Juaneno Band of Mission Indians Acjachemen Nation - Belardes
4955 Paseo Segovia
Irvine, CA, 92603

Email: kaamalam@gmail.com

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1

Dear Cultural Resource Director Perry:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Juaneno Band of Mission Indians Acjachemen Nation - Belardes has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Juaneno Band of Mission Indians Acjachemen Nation - Belardes request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Juaneno Band of Mission Indians Acjachemen Nation - Belardes may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

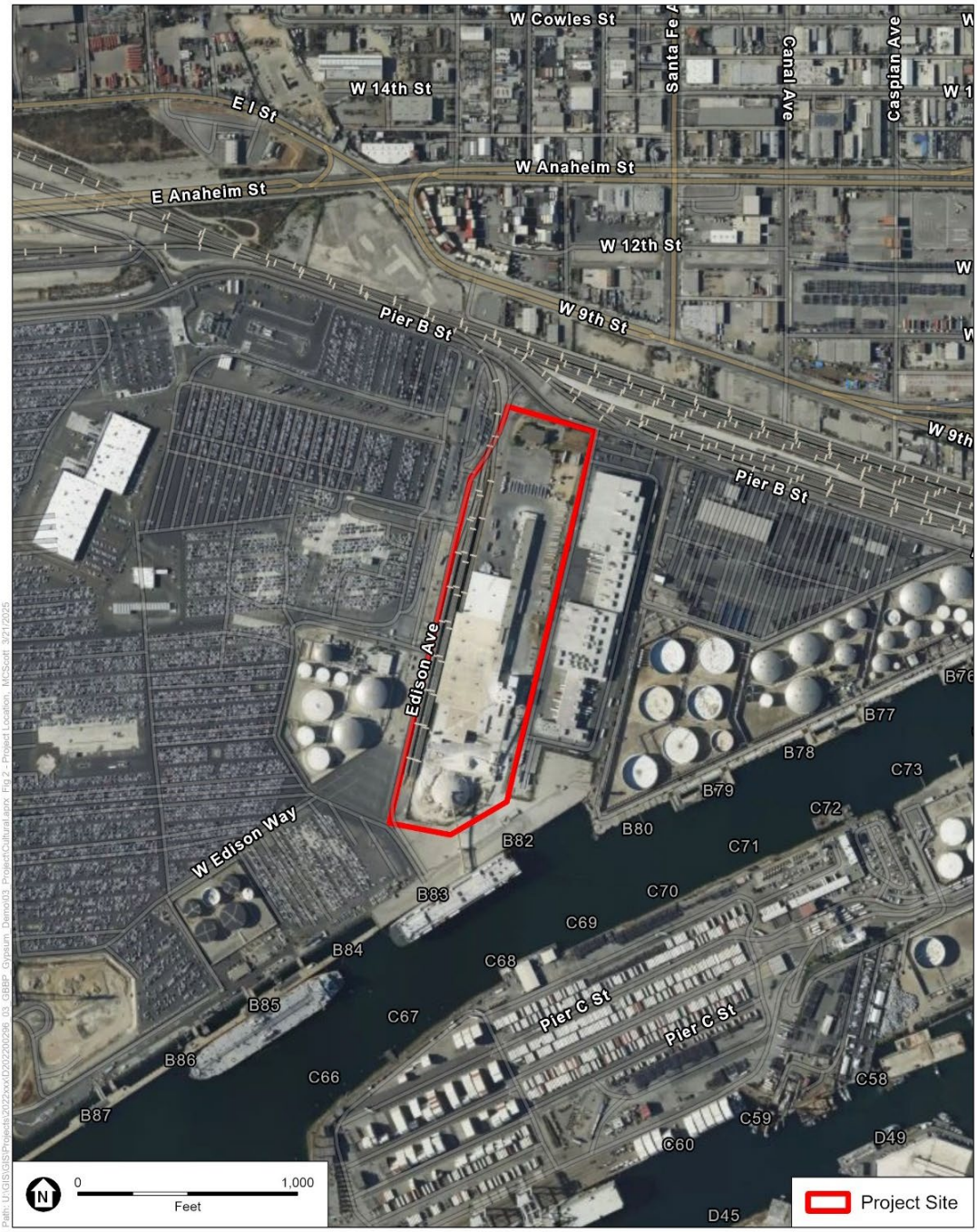
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Andrew Salas, Chairperson
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA, 91723

Email: admin@gabrielenoindians.org

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1

Dear Chairperson Salas:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrieleno Band of Mission Indians - Kizh Nation has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrieleno Band of Mission Indians - Kizh Nation request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrieleno Band of Mission Indians - Kizh Nation may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

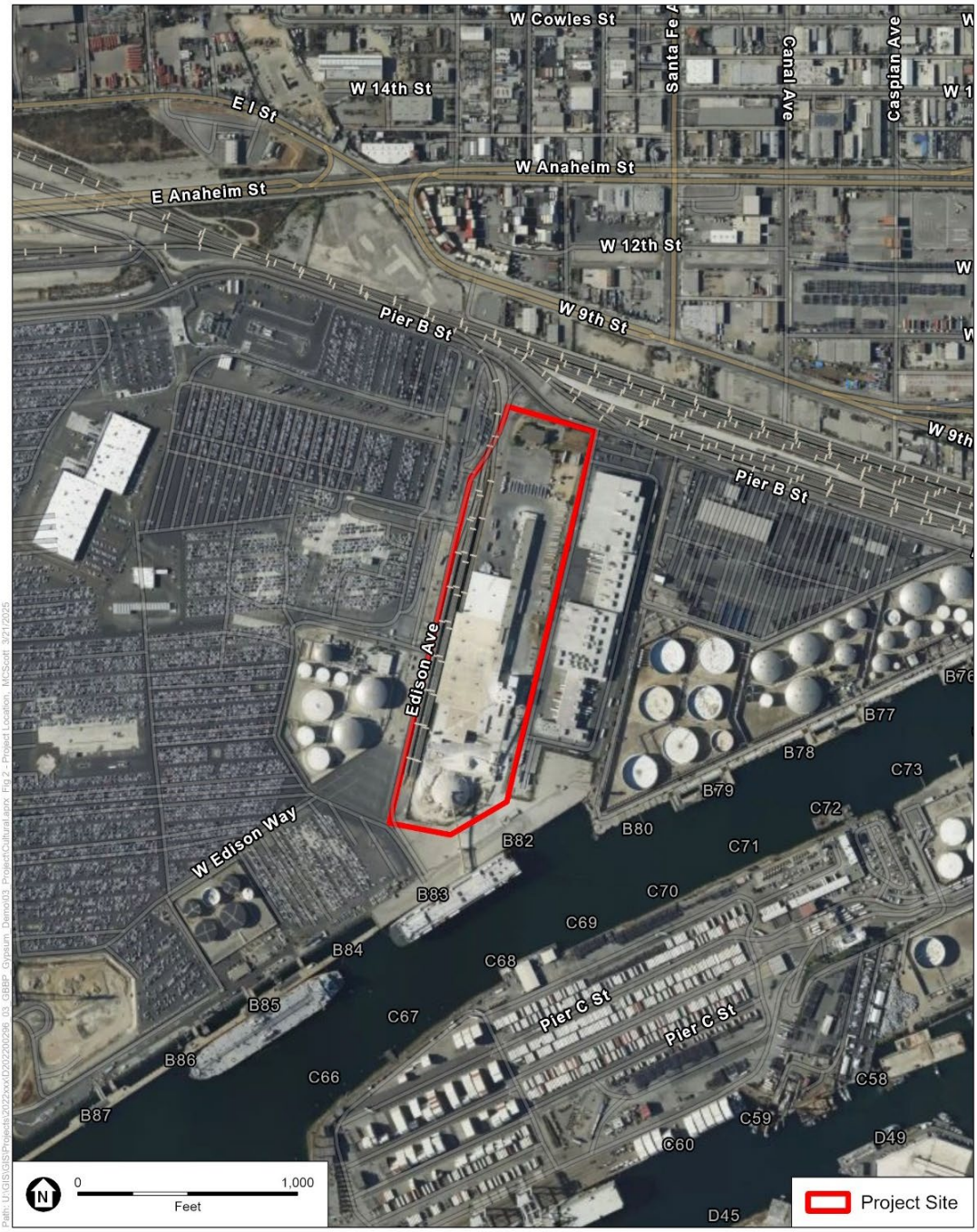
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Charles Alvarez, Chairperson
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA, 91307

Email: Chavez1956metro@gmail.com

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Chairperson Alvarez:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrielino-Tongva Tribe has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrielino-Tongva Tribe request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrielino-Tongva Tribe may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

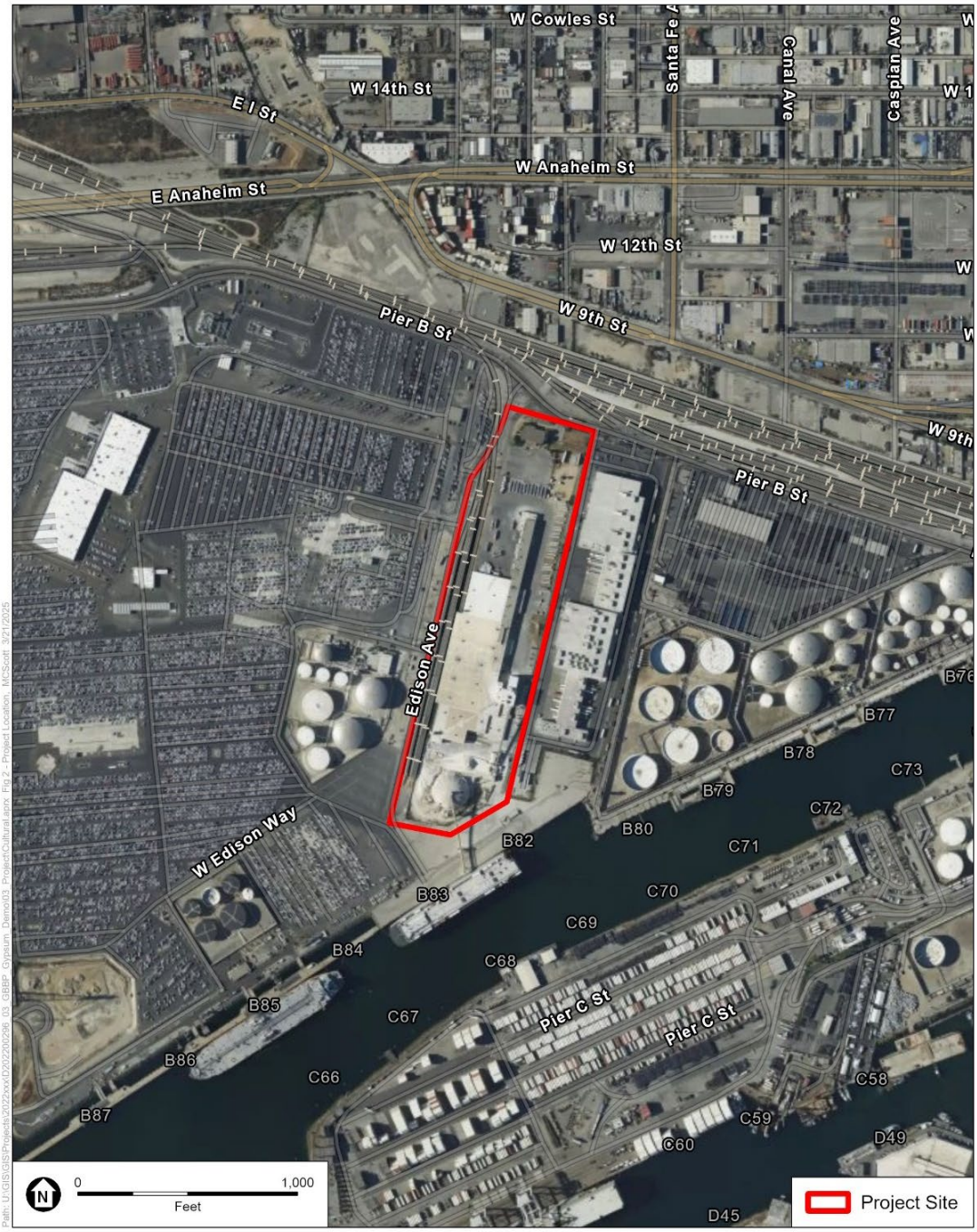
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Nathan Banda, Chairman
Juaneno Band of Mission Indians Acjachemen Nation 84A
31411-A La Matanza Street
San Juan Capistrano, CA, 92675

Email: nbanda@jbmian.com

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1

Dear Chairman Banda:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Juaneno Band of Mission Indians Acjachemen Nation 84A has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Juaneno Band of Mission Indians Acjachemen Nation 84A request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Juaneno Band of Mission Indians Acjachemen Nation 84A may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

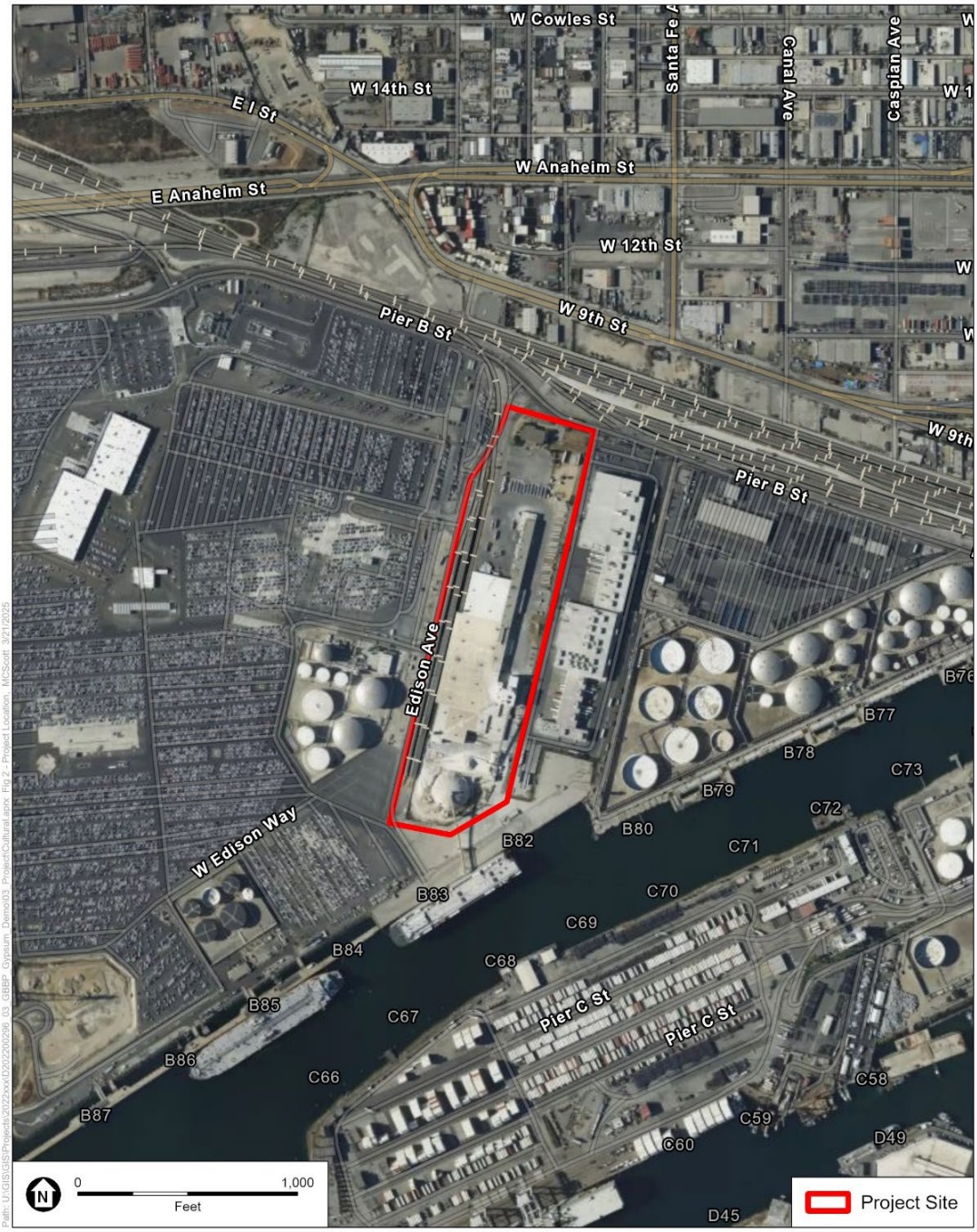
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Robert Dorame, Chairperson
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA, 90707

Email: gtongva@gmail.com

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Chairperson Dorame:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrielino Tongva Indians of California Tribal Council has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrielino Tongva Indians of California Tribal Council request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrielino Tongva Indians of California Tribal Council may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

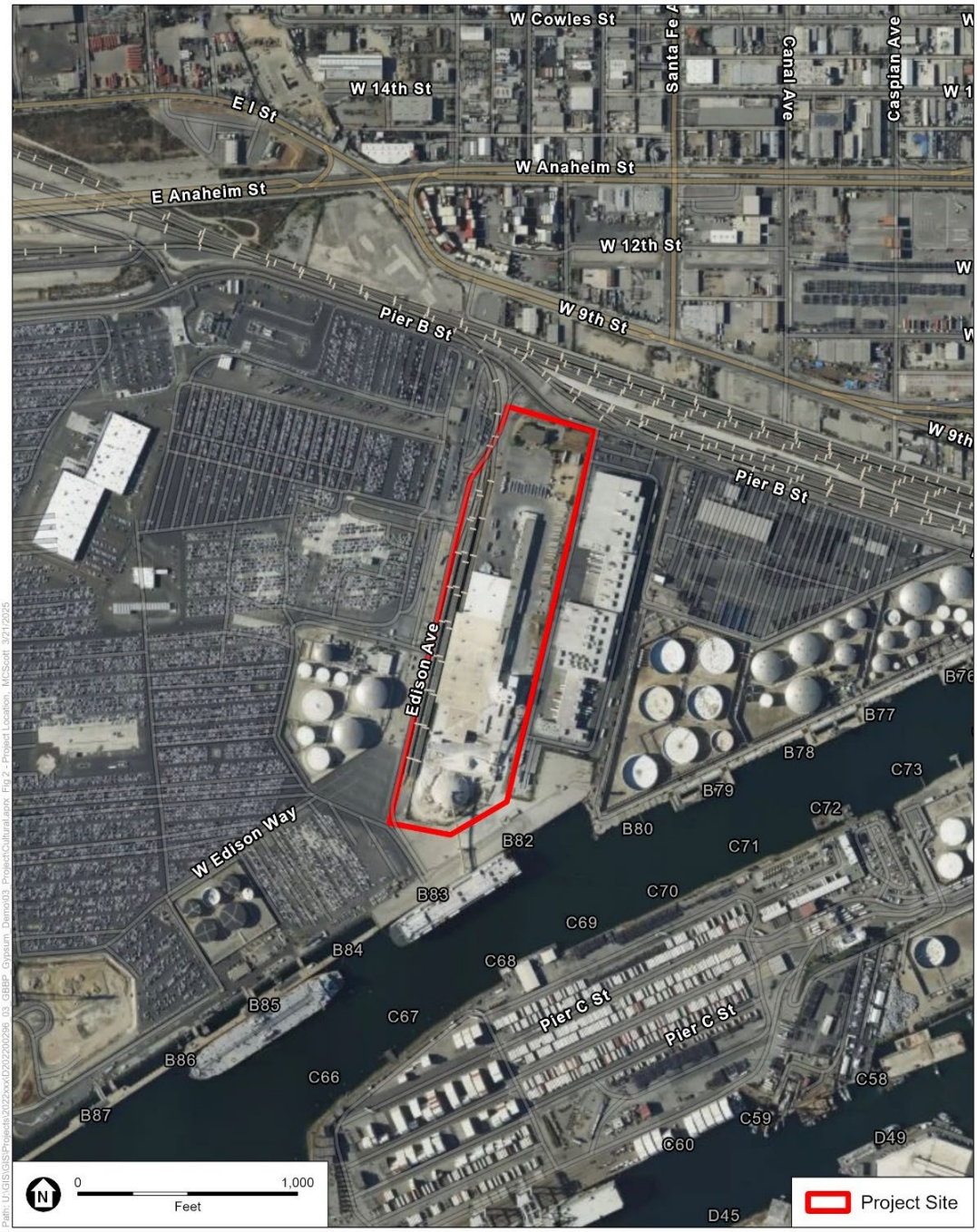
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Sam Dunlap, Cultural Resource Director
Gabrielino-Tongva Tribe
P.O. Box 3919
Seal Beach, CA, 90740

Email: tongvatcr@gmail.com

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Cultural Resource Director Dunlap:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrielino-Tongva Tribe has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrielino-Tongva Tribe request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrielino-Tongva Tribe may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

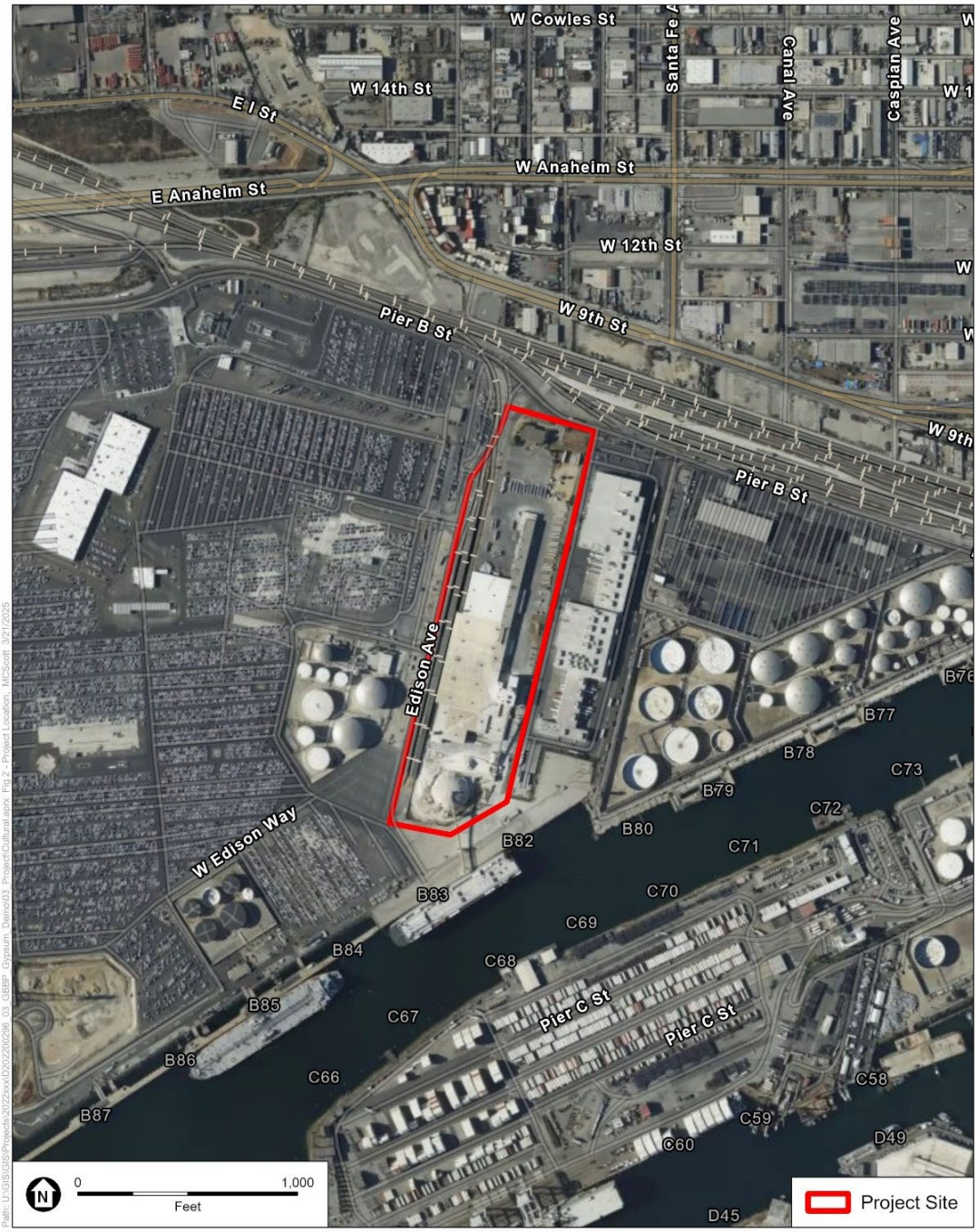
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Steven Estrada, Tribal Chairman
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA, 92539

Email: sestrada@santarosa-nsn.gov

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Tribal Chairman Estrada:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Santa Rosa Band of Cahuilla Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Santa Rosa Band of Cahuilla Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Santa Rosa Band of Cahuilla Indians may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

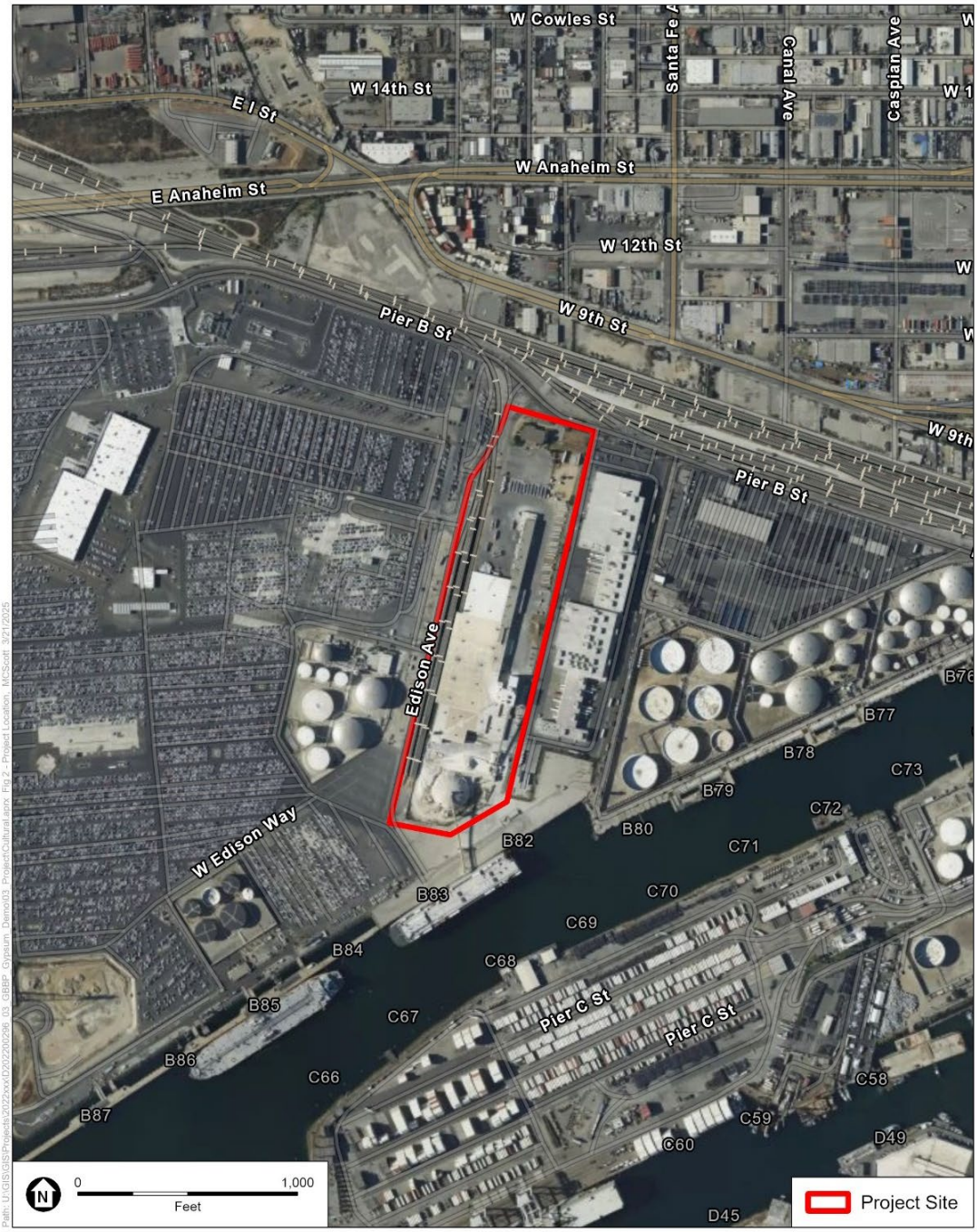
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Sandonne Goad, Chairperson
Gabrielino/Tongva Nation
106 1/2 Judge John Aiso St., #231
Los Angeles, CA, 90012

Email: sgoad@gabrielino-tongva.com

Subject: **GB GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Chairperson Goad:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrielino/Tongva Nation has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrielino/Tongva Nation request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrielino/Tongva Nation may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

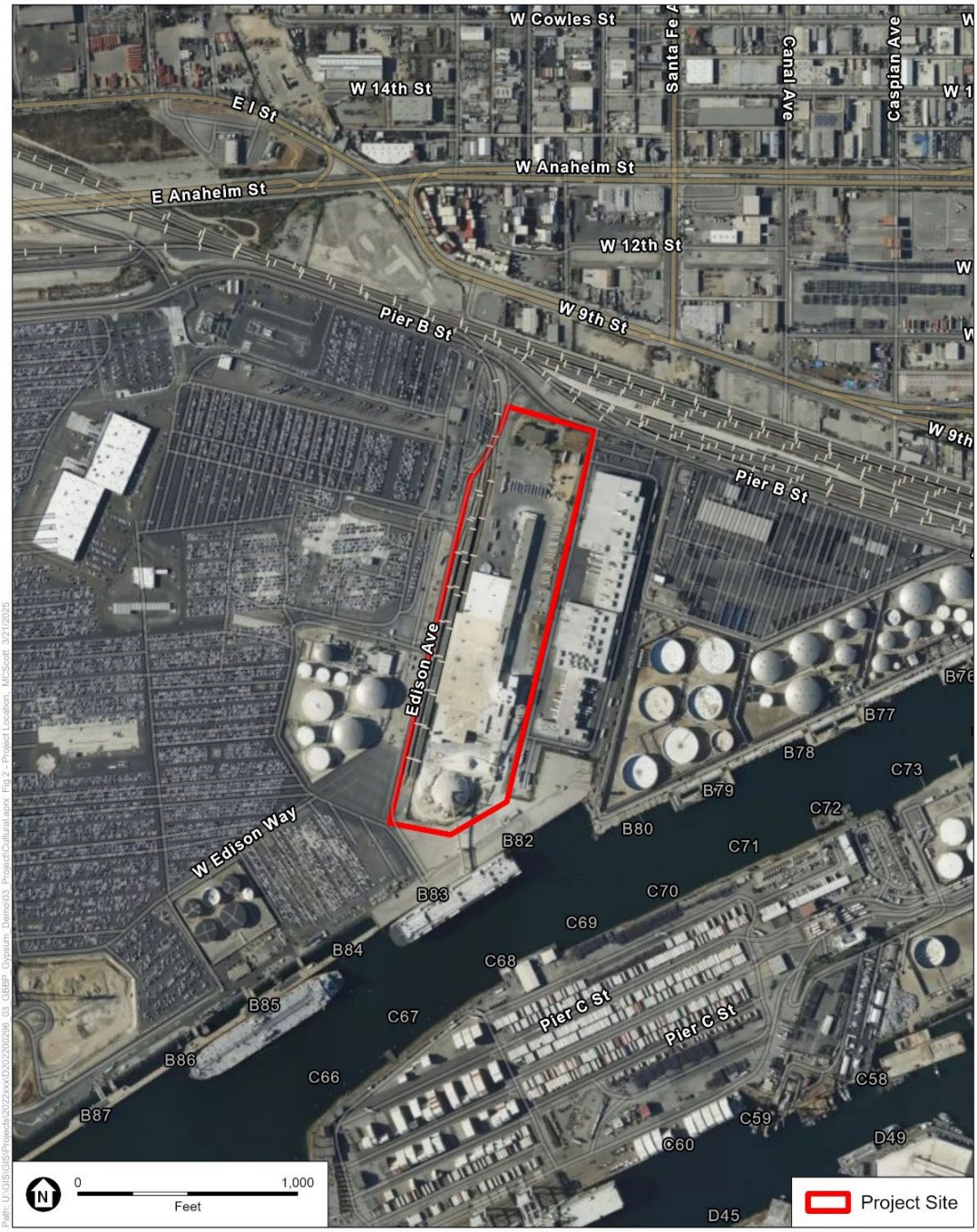
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Heidi Lucero, THPO/MLD
Juaneno Band of Mission Indians Acjachemen Nation 84A
31411-A La Matanza Street
San Juan Capistrano, CA, 92675

Email: thpo@jbmian.com

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1

Dear Ms. Lucero:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Juaneno Band of Mission Indians Acjachemen Nation 84A has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Juaneno Band of Mission Indians Acjachemen Nation 84A request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Juaneno Band of Mission Indians Acjachemen Nation 84A may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

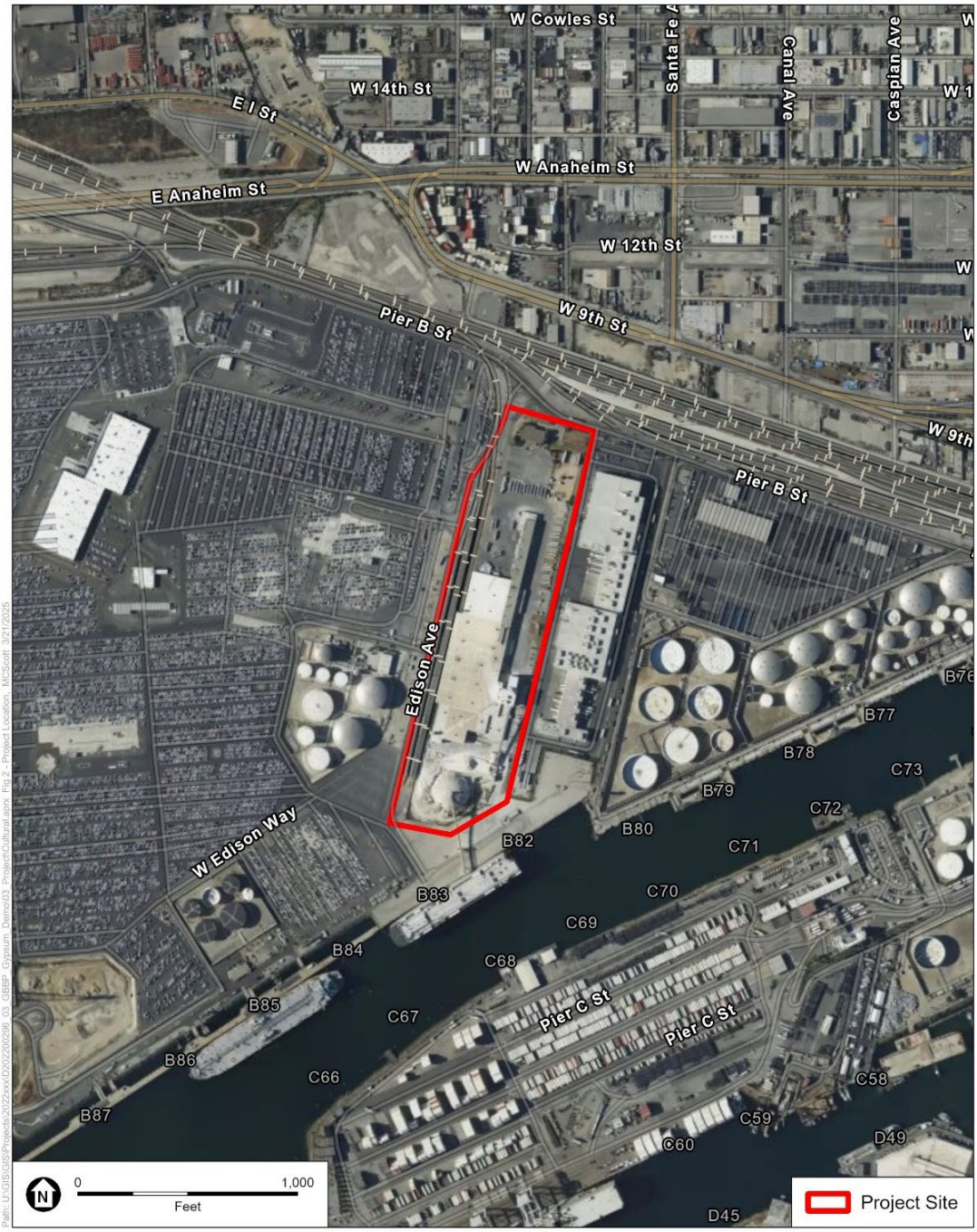
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Christina Swindall Martinez, Secretary
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA, 91723

Email: admin@gabrielenoindians.org

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1

Dear Secretary Swindall Martinez:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrieleno Band of Mission Indians - Kizh Nation has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrieleno Band of Mission Indians - Kizh Nation request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrieleno Band of Mission Indians - Kizh Nation may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

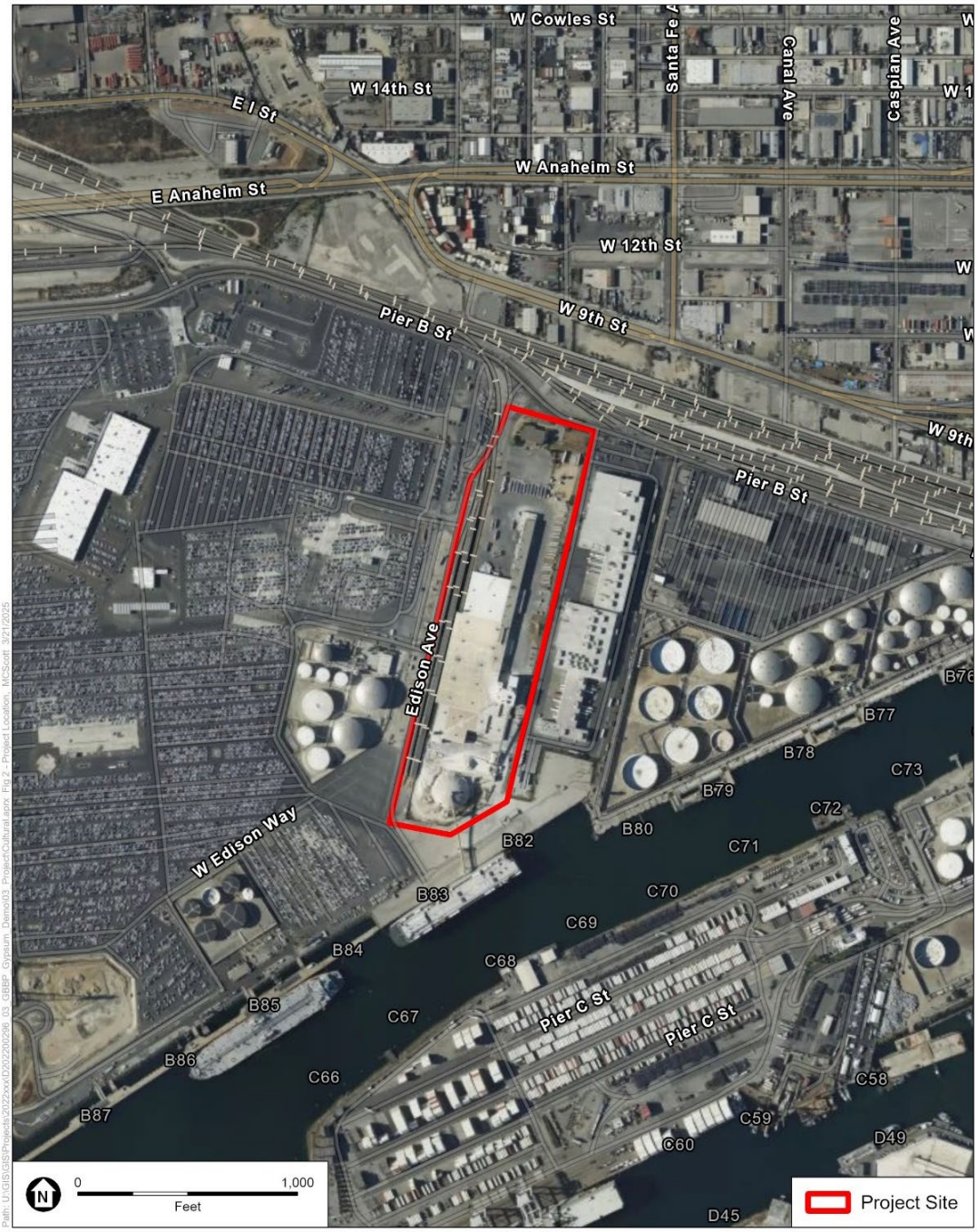
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Vanessa Minott, Tribal Administrator
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA, 92539

Email: vminott@santarosa-nsn.gov

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Tribal Administrator Minott:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Santa Rosa Band of Cahuilla Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Santa Rosa Band of Cahuilla Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Santa Rosa Band of Cahuilla Indians may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

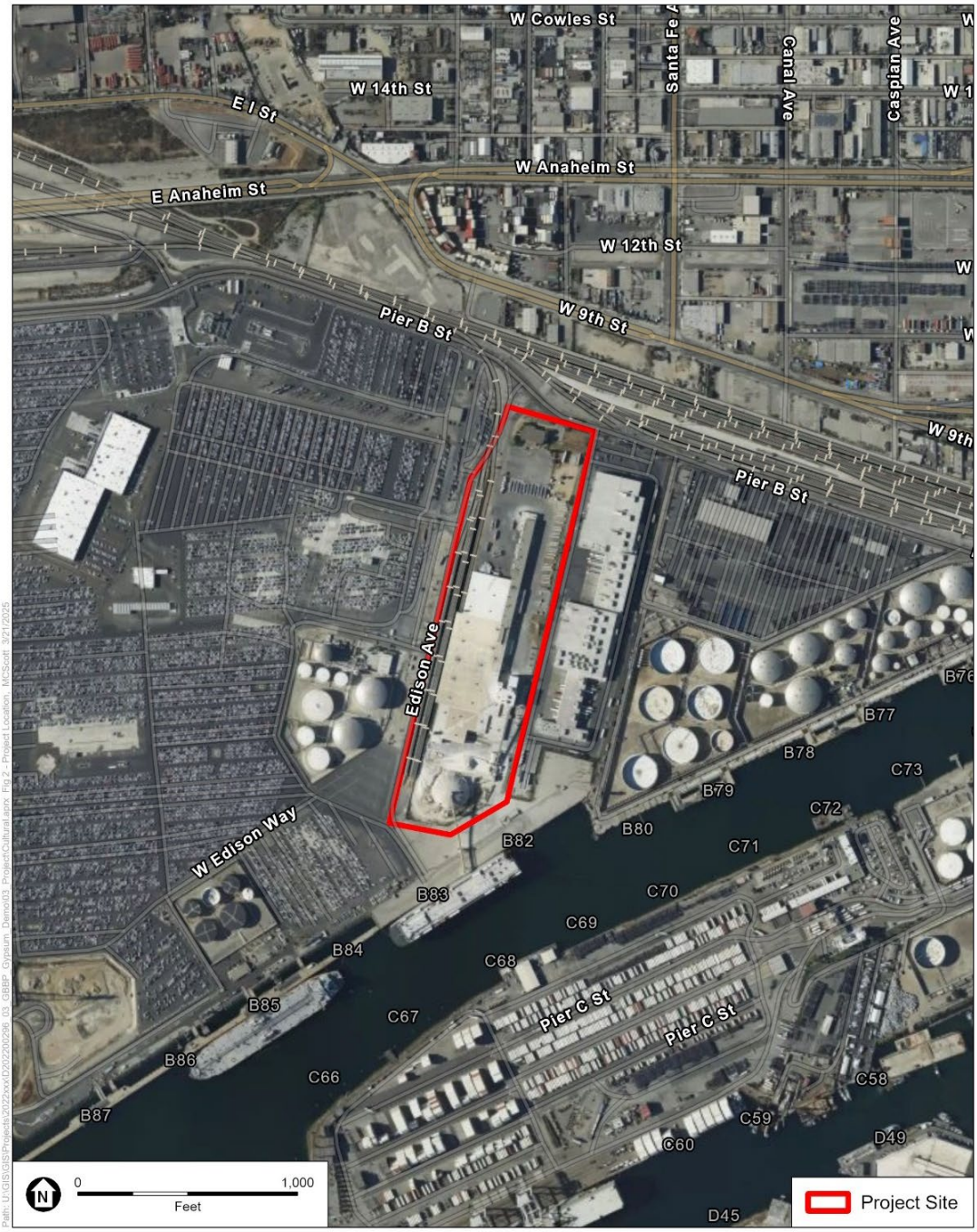
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Joseph Ontiveros, Tribal Historic Preservation Officer
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA, 92581

Email: jontiveros@soboba-nsn.gov

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Tribal Historic Preservation Officer Ontiveros:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Soboba Band of Luiseno Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Soboba Band of Luiseno Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Soboba Band of Luiseno Indians may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

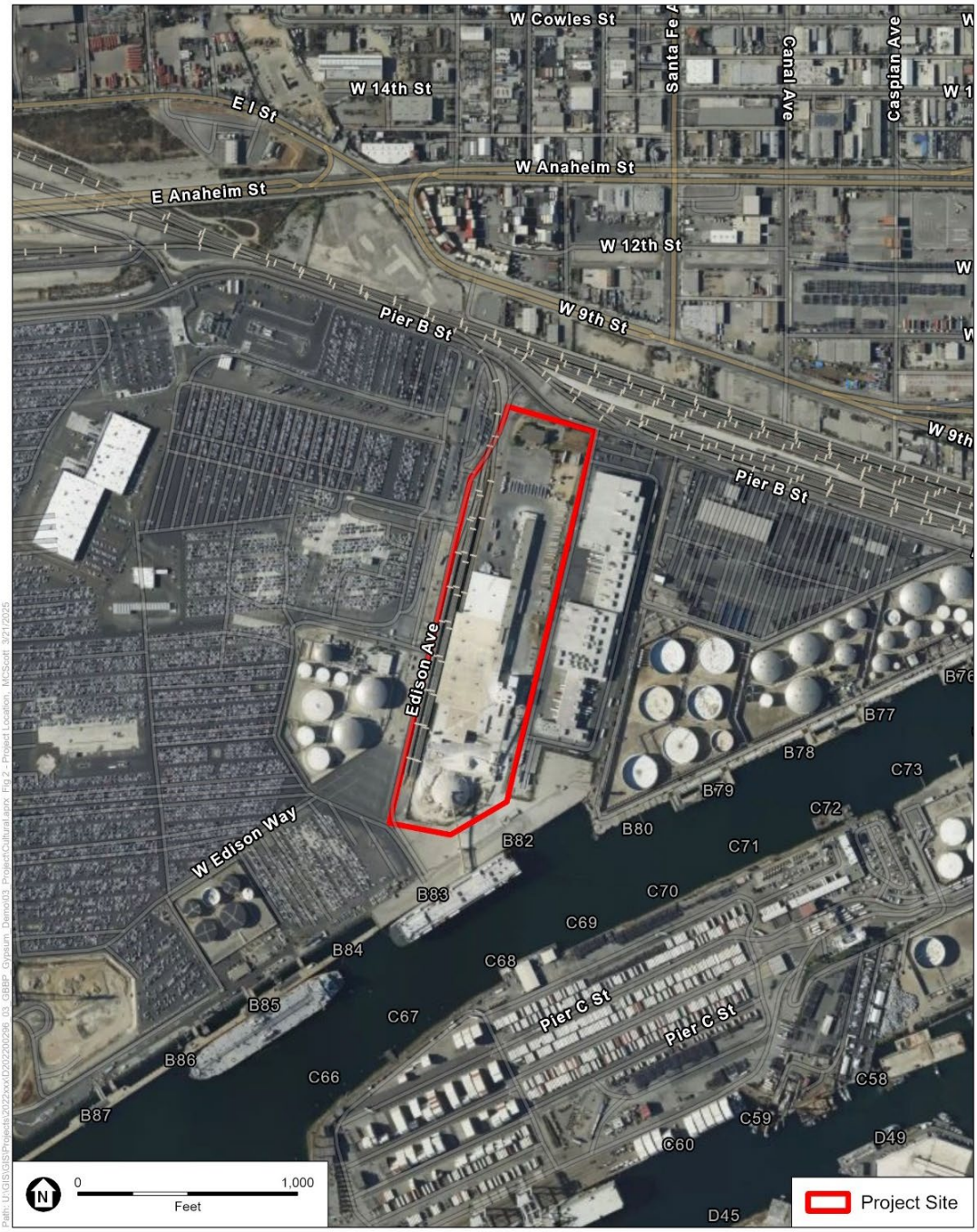
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Erica Schenk, Chairperson
Cahuilla Band of Indians
52701 CA Highway 371
Anza, CA, 92539

Email: chair@cahuilla-nsn.gov

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Chairperson Schenk:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Cahuilla Band of Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Cahuilla Band of Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Cahuilla Band of Indians may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

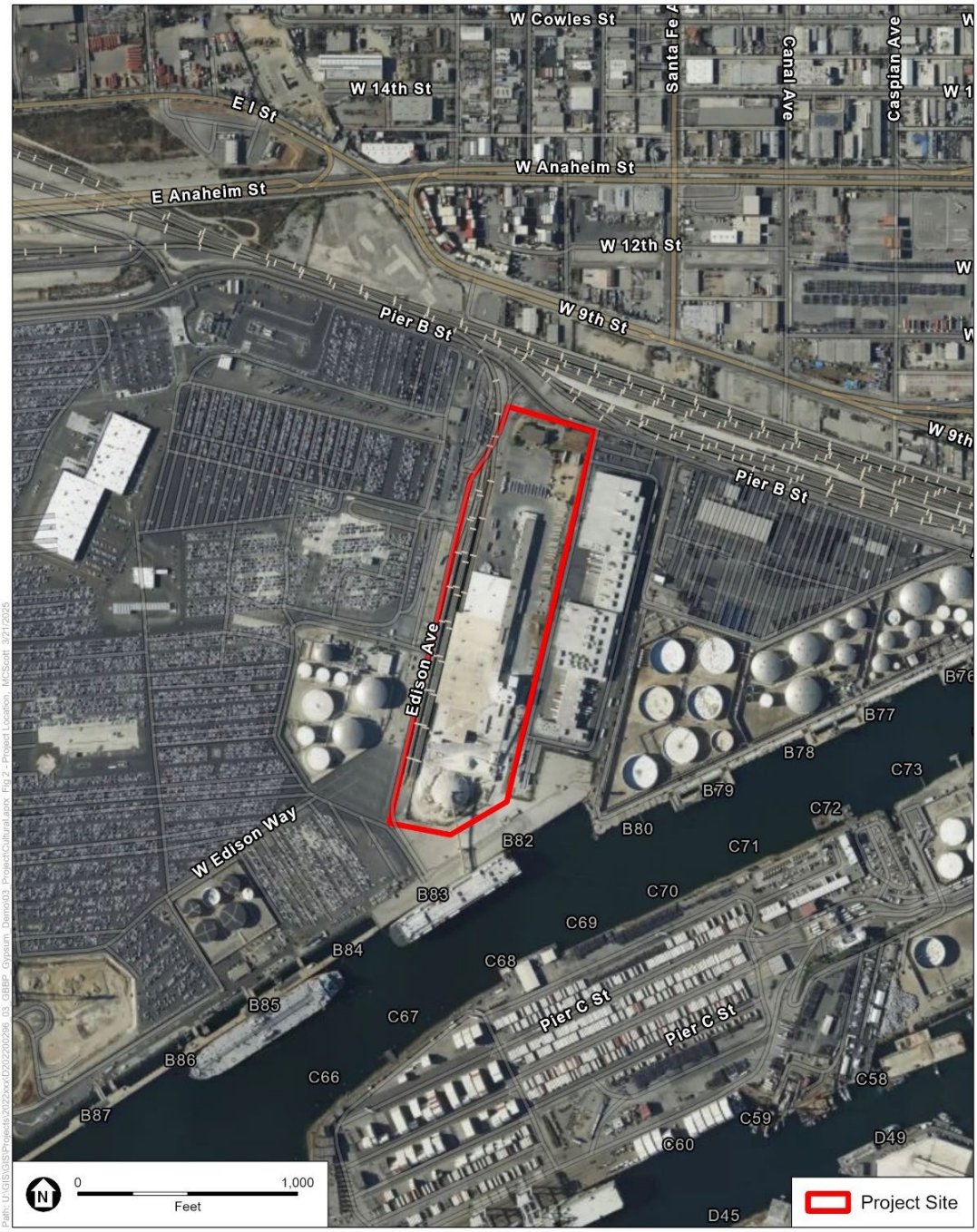
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Jessica Valdez, Cultural Resource Specialist
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA, 92581

Email: jvaldez@soboba-nsn.gov

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019 Tribal Cultural Resources under the California Environmental Quality Act, AB 52 Formal Notification of Decision to Undertake a Project and Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1**

Dear Cultural Resource Specialist Valdez:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Soboba Band of Luiseno Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Soboba Band of Luiseno Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Soboba Band of Luiseno Indians may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

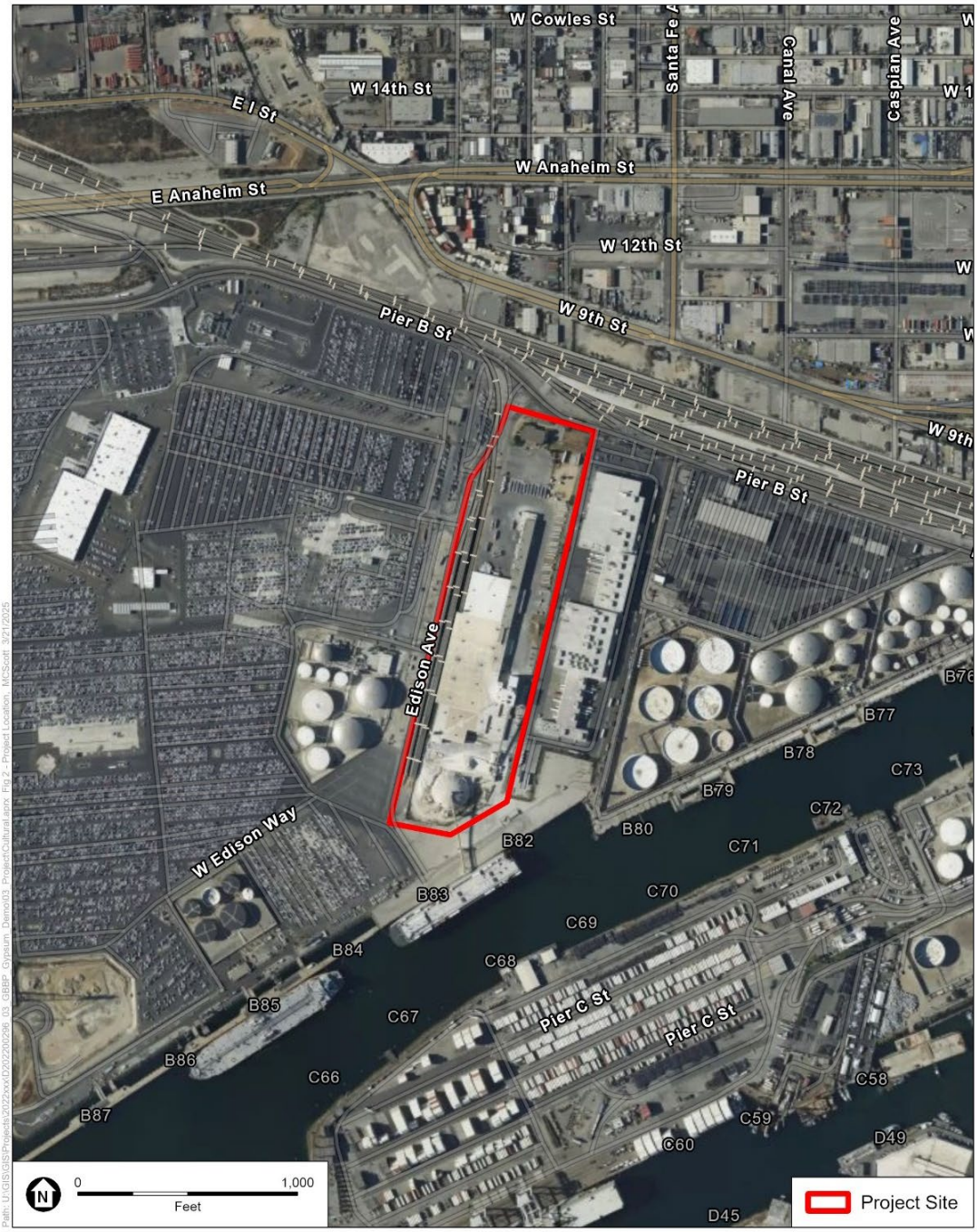
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

April 1, 2025

Shannon Wingfield, Secretary
Juaneno Band of Mission Indians Acjachemen Nation 84A
31411-A La Matanza Street
San Juan Capistrano, CA, 92675

Email: webmaster@jbmian.com

Subject: **GBBP Gypsum Facility Demolition Project, Harbor Development Permit No. 23-019**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code Section 21080.3.1

Dear Secretary Wingfield:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare an Initial Study/Mitigated Negative Declaration (MND) to evaluate the proposed demolition of the existing wallboard manufacturing facility operated by Gold Bond Building Products, LLC, (GBBP or Applicant) located on Pier B and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, which will be a vacant, undeveloped site. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 provides an aerial photograph of the project site.

Project Description

The GBBP facility is located on Pier B within the Long Beach Harbor District on Port-owned property at 1850 Pier B Street, Long Beach, CA 90813. The Project would demolish all existing improvements on the site with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison (SCE), support footings and overhead conveyor system from the wharf onto the project site, foundations and other appurtenances. The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility. The site will remain in a permeable condition and the surface will be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing will remain in place. Because there is no pending proposal for the project site, the site will remain in this condition subject to the property owner's determination for future use.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Juaneno Band of Mission Indians Acjachemen Nation 84A has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Juaneno Band of Mission Indians Acjachemen Nation 84A request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Jennifer Blanchard
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: jennifer.blanchard@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Juaneno Band of Mission Indians Acjachemen Nation 84A may have on the proposed Project.

Very Respectfully,



Renee Moilanen
Director of Environmental Planning

Attachments

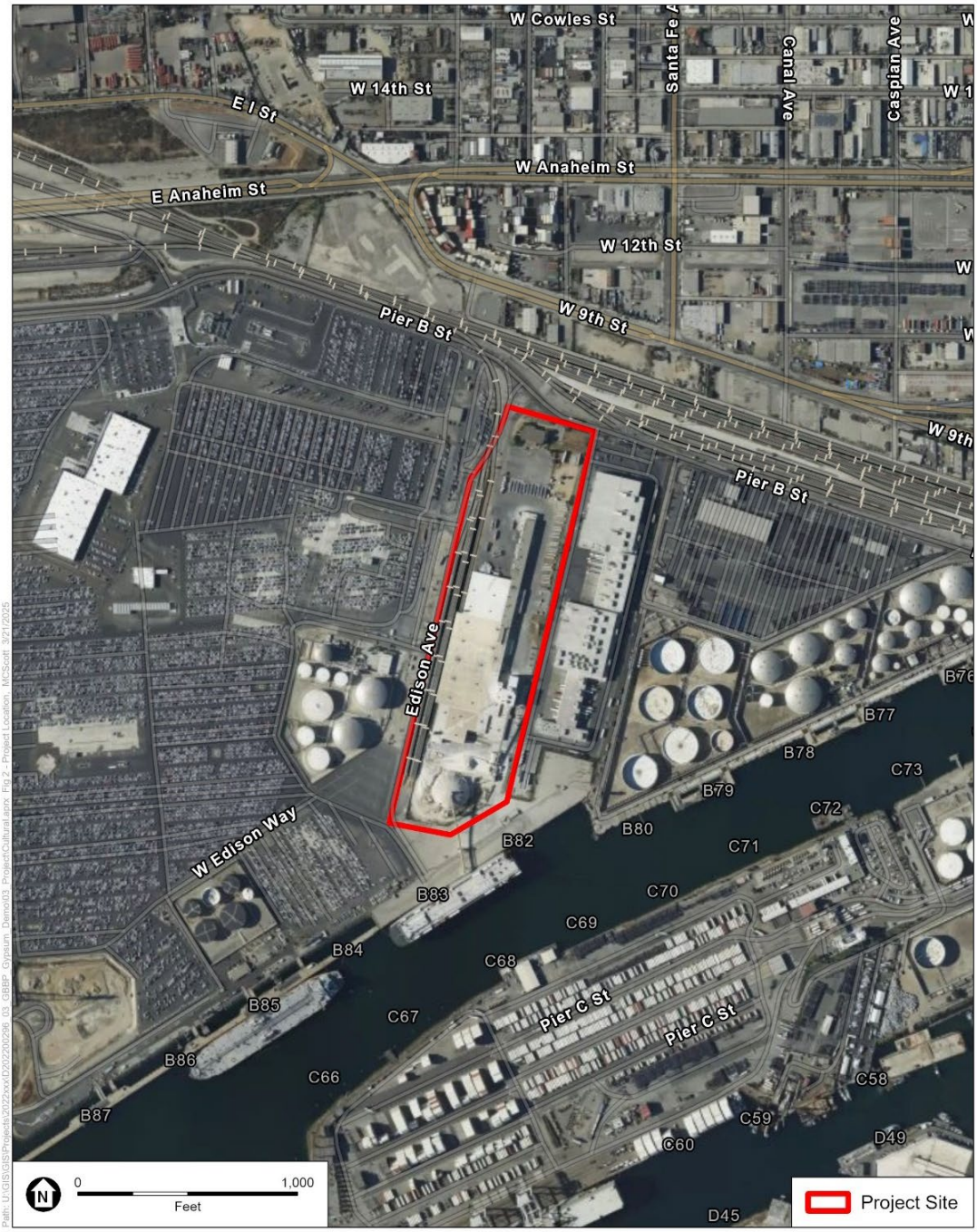
- **Figure 1. Regional Vicinity Map**
- **Figure 2. Project Location**



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 1
Reginal Location



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2
Project Location

Appendix B

Air Quality and Greenhouse Gas Assumptions and Emissions Calculations

Gypsum Demolition
Project Assumptions

Project Land Uses

	Land Use Type	CalEEMod LandUse Type	CalEEMod LandUse Subtype	Amount	Unit	Building SF	Landscaping SF	Acres	Additional Notes
1	Industrial General Heavy Industry	Industrial	General Heavy Industry	741.550	KSF	741,550		17.02	

Construction Data[1,2]

Construction Phase	CalEEMod Phase Type	Start Date	End Date	Days	Workdays (5 day workweek)	Worker Vehicles/Day	Workers Trips (In/Out)/Day	Total Material, Debris or Concrete Amount (tons or CY)	Daily Max Debris or Concrete Amount
Demolition	Demolition	7/1/2025	2/9/2026	224	160				
Phase 3 - Install Temporary Facilities/BMPs	Demolition	7/1/2025	7/7/2025	7	5	15	30		
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Demolition	7/8/2025	7/28/2025	21	15	15	30		
Phase 5 - Remove & Dispose Universal Waste	Demolition	7/29/2025	8/4/2025	7	5	15	30		
Phase 6 - Office Building Demolition	Demolition	8/5/2025	8/25/2025	21	15	15	30	739	49
Phase 7 - Facility Demolition	Demolition	8/26/2025	12/8/2025	105	75	15	30	40,503	540
Phase 8 - Hardscape Demolition	Demolition	12/9/2025	1/19/2026	42	30	15	30	29,750	992
		12/9/2025	12/31/2025	23	17	15	30		
		1/1/2026	1/19/2026	19	13	15	30		
Phase 9 - Import Soil and Rough Grading	Grading	1/20/2026	2/9/2026	21	15 160	15	30	5,348	357

Source: POLB. Attachment 2 - Demolition Emissions and Calculations. Pe 13. Attachment 6 - Preliminary Demolition Schedule. Mobilization and Demobilization phases not modelled
.

Demolition Debris/Grading/Materials Per Phase

Construction Phase	Material Types	Demolition Debris (tons)	Grading (tons)	Materials Moved Onsite (tons)	Demolition Debris (tons)	Total Demo/Material Amount (Tons)
Phase 3 - Install Temporary Facilities/BMPs						0
Phase 4 - Abandon Existing Utilities/Asbestos Abatement						0
Phase 5 - Remove & Dispose Universal Waste						0
	Building Debris; TPH Impacted Non-Hazardous;					-
Phase 6 - Office Building Demolition	C&D (Non-Recylable)	693		46		739
	Building Debris; TPH Impacted Non-Hazardous;					
Phase 7 - Facility Demolition	C&D (Non-Recylable)	38649		1854		40503
Phase 8 - Hardscape Demolition	Asphalt and Concrete Removal	29750				29750
Phase 9 - Import Soil and Rough Grading			5348			5348
	TOTAL	69092	5348	1900		76340

Source: POLB, Attachment 2 - Demolition Emissions and Calculations, Pg 12,13.

Haul Trips Values

Construction Phase	Material Types	Max-One Way Trips/Day	Total Haul one-way trips	one-way trip miles	Project Total VMT	Total Haul Days	
Phase 3 - Install Temporary Facilities/BMPs							
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Asbestos Impacted	2	8	36	288	4	
Phase 5 - Remove & Dispose Universal Waste	Universal Wastes	2	6	54	324	3	
Phase 6 - Office Building Demolition	Lead (Non-RCRA)	2	2	90	180	1	
	Lead Hazardous Waste	2	2	74	148	1	
	C&D (Non-Recyclable)	2	4	9	36	2	
	Scrap Metal	2	10	10	100	5	
Phase 7 - Facility Demolition	Lead (Non-RCRA)	2	4	90	360	2	
	Lead Hazardous Waste	2	2	74	148	1	
	C&D (Non-Recyclable)	2	118	9	1062	59	
	Scrap Metal	6	392	10	3920	66	
Phase 8 - Hardscape Demolition	TPH Impacted Non-Hazardous	2	70	55	3850	35	
2025		2	39.00			20	
2026		2	31.00			15	
	Concrete	62	1888	10	18880	31	
2025		62	1039.00			18	
2026		62	849.00			13	
	Asphalt	36	1086	10	10860	31	
2025		36	598.00			18	
2026		36	488.00			13	
Phase 9 - Import Soil and Rough Grading	Backfill	30	464	128	59392	16	
	TOTAL		7100		99548		

Source: POLB, Attachment 2 - Demolition Emissions and Calculations, Pg 9, 10, 12,13.

Gypsum Demolition
Air Quality and Greenhouse Gas Assessment - Construction Assumptions

Off-Road Heavy-Duty Construction Equipment

Construction Phase	Heavy-Duty Equipment	Number of Equipment Used for Modeling	Maximum No. of hours/day [2]	Max Hours of Operation/Week Per Equipment	Fuel Type or Emissions Tier Rating
Phase 3 - Install Temporary Facilities/BMPs	Rubber Tired Loaders	2	8	40	Diesel
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Rubber Tired Loaders	1	8	40	Diesel
	Excavators	1	8	40	Diesel
	Rubber Tired Dozer	1	8	40	Diesel
	Graders	1	8	40	Diesel
	Skid Steer Loaders	1	8	40	Diesel
Phase 5 - Remove & Dispose Universal Waste					
Phase 6 - Office Building Demolition	Rubber Tired Loaders	1	8	40	Diesel
	Off-highway Trucks	1	9	45	Diesel
	Excavators	1	8	40	Diesel
	Pumps	1	8	40	Diesel
	Skid Steer Loaders	1	8	40	Diesel
	Concrete/Industrial Saws	1	8	40	Diesel
	Graders	1	8	40	Diesel
	Rubber Tired Dozers	1	8	40	Diesel
Phase 7 - Facility Demolition	Rubber Tired Loaders	2	8	40	Diesel
	Off-highway Trucks	1	9	45	Diesel
	Excavators	4	8	40	Diesel
	Skid Steer Loaders	1	8	40	Diesel
	Concrete/industrial Saws	1	8	40	Diesel
	Graders	1	8	40	Diesel
	Rubber Tired Dozers	1	8	40	Diesel
Phase 8 - Hardscape Demolition	Rubber Tired Loaders	1	8	40	Diesel
	Off-highways Trucks	1	9	45	Diesel
	Excavators	2	8	40	Diesel
	Skid Steer Laoders	1	8	40	Diesel
	Concrete/inudstrial Saws	1	8	40	Diesel
	Graders	1	8	40	Diesel
	Rubber Tired Dozers	1	8	40	Diesel
Phase 9 - Import Soil and Rough Grading	Rubber Tired Loaders	1	8	40	Diesel
	Off-highway trucks	1	9	45	Diesel
	Excavators	1	8	40	Diesel
	Skid Steer Loaders	1	8	40	Diesel
	Graders	1	8	40	Diesel

Source: POLB, Attachment 2 - Demolition Emissions and Calculations, Pg 6,7

Gypsum
Air Quality Assessment

Localized Significance Thresholds
(SCAQMD, Final Localized Significance Threshold Methodology, Appendix C (2008))

Source Receptor Area 4
500 meters to Sensitive Receptor

	Screening Values			Project Site
Acres	1	2	5	0.06
Construction LSTs				
NOX	142	151	179	**133.54**
CO	7,558	8,253	10,198	**6,904.70**
PM10	158	167	191	**149.54**
PM2.5	93	101	120	**85.48**
Operational LSTs				
NOX	142	151	179	**133.54**
CO	7,558	8,253	10,198	**6,904.70**
PM10	38	40	46	**36.12**
PM2.5	23	25	29	**21.12**

Notes:

a. Project screening levels are linearly interpolated based on the 1-,2- and 5- acre acreening levels.

b. Source: SCAQMD Localized Significance Thresholds, Appendix C - Mass Rate LST Look-up Tables

Gypsum Demo
GHG Construction Summary

	MTCO2/YR		
Year	**On-Site Emissions**	**Mobile Emissions**	**Annual Total**
2025	378.53	110.46	488.99
2026	93.60	127.25	220.84
Grand Total	**472.13**	**237.71**	**709.84**
Amortized - 30 years	**15.74**	**7.92**	**23.66**

Gypsum Demo

Air Quality Construction Analysis

Regional Maximums Source	ROG	NOX	CO	SO2 lb/day	Total PM10	Total PM2.5
Phase 3 - Install Temporary Facilities/BMPs - 2025	0.55	3.14	8.33	0.01	0.37	0.20
Phase 4 - Abandon Existing Utilities/Asbestos Abatement - 2025	1.83	15.73	19.08	0.03	0.98	0.72
Phase 5 - Remove & Dispose Universal Waste - 2025	0.13	0.49	2.30	0.00	0.32	0.09
Phase 6 - Office Building Demolition - 2025	2.63	22.07	25.33	0.05	2.12	1.07
Phase 7 - Facility Demolition - 2025	3.06	25.71	31.32	0.06	9.03	2.22
Phase 8 - Hardscape Demolition - 2025	3.00	32.87	33.39	0.08	17.49	3.75
Phase 8 - Hardscape Demolition - 2026	2.87	24.17	31.37	0.06	15.74	3.17
Phase 9 - Import Soil and Rough Grading - 2026	1.51	18.06	20.60	0.07	4.46	1.48
Project Daily Maximum Emissions	**3.06**	**32.87**	**33.39**	**0.08**	**17.49**	**3.75**
SCAQMD Threshold	**75.00**	**100.00**	**550.00**	**150.00**	**150.00**	**55.00**
Exceed Threshold (Y/N)?	**No**	**No**	**No**	**No**	**No**	**No**

Localized Maximum Source	ROG	NOX	CO	SO2 lb/day	Total PM10	Total PM2.5
Phase 3 - Install Temporary Facilities/BMPs - 2025	0.43	3.05	6.25	0.01	0.16	0.15
Phase 4 - Abandon Existing Utilities/Asbestos Abatement - 2025	1.70	15.36	16.82	0.03	0.70	0.65
Phase 5 - Remove & Dispose Universal Waste - 2025	0.00	0.00	0.00	0.00	0.00	0.00
Phase 6 - Office Building Demolition - 2025	2.47	20.60	22.43	0.04	1.56	0.91
Phase 7 - Facility Demolition - 2025	2.89	24.00	28.17	0.05	8.43	2.05
Phase 8 - Hardscape Demolition - 2025	2.49	20.81	23.01	0.04	14.50	2.87
Phase 8 - Hardscape Demolition - 2026	2.38	19.23	22.54	0.04	14.42	2.79
Phase 9 - Import Soil and Rough Grading - 2026	1.19	8.56	12.63	0.03	0.59	0.36
Project Daily Maximum Emissions	**2.89**	**24.00**	**28.17**	**0.05**	**14.50**	**2.87**
SCAQMD Threshold	**None**	**133.54**	**6904.70**		**149.54**	**85.48**
Exceed Threshold (Y/N)?		**No**	**No**		**No**	**No**

a. Project screening levels are based on a 0.06-acre screening levels for Source Receptor Area 4.

b. PM2.5 Threshold are a subset of PM10.

c. Localized Significance Thresholds, (SCAQMD, Final Localized Significance Threshold Methodology, Appendix C (2008))

Gypsum Demo

Air Quality Construction Analysis

Summer	Onsite Emissions										Offsite Emissions									
Source	ROG	NOX	CO	SO2	Exhaust PM10	Fugitive PM10	Total PM10	Exhaust PM2.5	Fugitive PM2.5	Total PM2.5	ROG	NOX	CO	SO2	Exhaust PM10	Fugitive PM10	Total PM10	Exhaust PM2.5	Fugitive PM2.5	Total PM2.5
	lb/day										lb/day									
Phase 3 - Install Temporary Facilities/BMPs - 2025	0.43	3.05	6.25	0.01	0.16	0.00	0.16	0.15	0.00	0.15	0.12	0.09	2.07	0.00	0.00	0.21	0.21	0.00	0.05	0.05
Phase 4 - Abandon Existing Utilities/Asbestos Abatement - 2025	1.70	15.36	16.82	0.03	0.70	0.00	0.70	0.65	0.00	0.65	0.13	0.38	2.26	0.00	0.00	0.28	0.28	0.00	0.07	0.08
Phase 5 - Remove & Dispose Universal Waste - 2025	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.000	0.000	0.13	0.49	2.30	0.00	0.01	0.31	0.32	0.01	0.08	0.09
Phase 6 - Office Building Demolition - 2025	2.47	20.60	22.43	0.04	0.88	0.68	1.56	0.81	0.10	0.91	0.16	1.46	2.91	0.00	0.02	0.55	0.56	0.02	0.14	0.16
Phase 7 - Facility Demolition - 2025	2.89	24.00	28.17	0.05	1.01	7.42	8.43	0.93	1.12	2.05	0.17	1.71	3.14	0.01	0.02	0.58	0.60	0.02	0.15	0.17
Phase 8 - Hardscape Demolition - 2025	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51	12.06	10.37	0.03	0.11	2.88	2.99	0.10	0.77	0.88
Phase 8 - Hardscape Demolition - 2026	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	4.94	8.83	0.01	0.04	1.29	1.32	0.03	0.34	0.38
Phase 9 - Import Soil and Rough Grading - 2026	1.19	8.56	12.63	0.03	0.37	0.22	0.59	0.34	0.02	0.36	0.32	9.50	7.96	0.04	0.11	3.76	3.87	0.11	1.01	1.12

Regional Emissions	ROG	NOX	CO	SO2	Exhaust PM10	Fugitive PM10	Total PM10	Exhaust PM2.5	Fugitive PM2.5	Total PM2.5
Phase 3 - Install Temporary Facilities/BMPs - 2025	0.55	3.14	8.33	0.01	0.16	0.21	0.37	0.15	0.05	0.20
Phase 4 - Abandon Existing Utilities/Asbestos Abatement - 2025	1.83	15.73	19.08	0.03	0.71	0.28	0.98	0.65	0.07	0.72
Phase 5 - Remove & Dispose Universal Waste - 2025	0.13	0.49	2.30	0.00	0.01	0.31	0.32	0.01	0.08	0.09
Phase 6 - Office Building Demolition - 2025	2.63	22.07	25.33	0.05	0.90	1.22	2.12	0.82	0.25	1.07
Phase 7 - Facility Demolition - 2025	3.06	25.71	31.32	0.06	1.03	8.00	9.03	0.95	1.28	2.22
Phase 8 - Hardscape Demolition - 2025	0.51	12.06	10.37	0.03	2.88	0.11	2.99	0.77	0.10	0.88
Phase 8 - Hardscape Demolition - 2026	0.49	4.94	8.83	0.01	1.29	0.04	1.32	0.34	0.03	0.38
Phase 9 - Import Soil and Rough Grading - 2026	1.51	18.06	20.60	0.07	0.48	3.98	4.46	0.45	1.03	1.48
Project Daily Maximum Emissions	**3.06**	**25.71**	**31.32**	**0.07**	**2.88**	**8.00**	**9.03**	**0.95**	**1.28**	**2.22**

Gypsum Demo

Air Quality Construction Analysis

Winter	Onsite Emissions										Offsite Emissions									
Source	ROG	NOX	CO	SO2	Exhaust PM10	Fugitive PM10	Total PM10	Exhaust PM2.5	Fugitive PM2.5	Total PM2.5	ROG	NOX	CO	SO2	Exhaust PM10	Fugitive PM10	Total PM10	Exhaust PM2.5	Fugitive PM2.5	Total PM2.5
	lb/day										lb/day									
Phase 3 - Install Temporary Facilities/BMPs - 2025	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.09	2.07	0.00	0.00	0.21	0.21	0.00	0.05	0.05
Phase 4 - Abandon Existing Utilities/Asbestos Abatement - 2025	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.38	2.26	0.00	0.00	0.28	0.28	0.00	0.07	0.08
Phase 5 - Remove & Dispose Universal Waste - 2025	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.49	2.30	0.00	0.01	0.31	0.32	0.01	0.08	0.09
Phase 6 - Office Building Demolition - 2025	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	1.46	2.91	0.00	0.02	0.55	0.56	0.02	0.14	0.16
Phase 7 - Facility Demolition - 2025	2.89	24.00	28.17	0.05	1.01	7.42	8.43	0.93	1.12	2.05	0.17	1.71	3.14	0.01	0.02	0.58	0.60	0.02	0.15	0.17
Phase 8 - Hardscape Demolition - 2025	2.49	20.81	23.01	0.04	0.88	13.62	14.50	0.81	2.06	2.87	0.51	12.06	10.37	0.03	0.11	2.88	2.99	0.10	0.77	0.88
Phase 8 - Hardscape Demolition - 2026	2.38	19.23	22.54	0.04	0.80	13.62	14.42	0.73	2.06	2.79	0.49	4.94	8.83	0.01	0.04	1.29	1.32	0.03	0.34	0.38
Phase 9 - Import Soil and Rough Grading - 2026	1.19	8.56	12.63	0.03	0.37	0.22	0.59	0.34	0.02	0.36	0.32	9.50	7.96	0.04	0.11	3.76	3.87	0.11	1.01	1.12

Regional Emissions	ROG	NOX	CO	SO2	Exhaust PM10	Fugitive PM10	Total PM10	Exhaust PM2.5	Fugitive PM2.5	Total PM2.5
Phase 3 - Install Temporary Facilities/BMPs - 2025	0.12	0.09	2.07	0.00	0.00	0.21	0.21	0.00	0.05	0.05
Phase 4 - Abandon Existing Utilities/Asbestos Abatement - 2025	0.13	0.38	2.26	0.00	0.00	0.28	0.28	0.00	0.07	0.08
Phase 5 - Remove & Dispose Universal Waste - 2025	0.13	0.49	2.30	0.00	0.01	0.31	0.32	0.01	0.08	0.09
Phase 6 - Office Building Demolition - 2025	0.16	1.46	2.91	0.00	0.02	0.55	0.56	0.02	0.14	0.16
Phase 7 - Facility Demolition - 2025	3.06	25.71	31.32	0.06	1.03	8.00	9.03	0.95	1.28	2.22
Phase 8 - Hardscape Demolition - 2025	3.00	32.87	33.39	0.08	0.99	16.50	17.49	0.91	2.84	3.75
Phase 8 - Hardscape Demolition - 2026	2.87	24.17	31.37	0.06	0.83	14.91	15.74	0.77	2.40	3.17
Phase 9 - Import Soil and Rough Grading - 2026	1.51	18.06	20.60	0.07	0.48	3.98	4.46	0.45	1.03	1.48
Project Daily Maximum Emissions	**3.06**	**32.87**	**33.39**	**0.08**	**1.03**	**16.50**	**17.49**	**0.95**	**2.84**	**3.75**

Gypsum Demo

Total Emissions

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Idling per Day (minutes)	Regional Emissions (pounds/day) ROG	NOX	CO	SO2	PM10 Dust	PM10 Exh	Total PM10	PM2.5 Dust	PM2.5 Exh	Total PM2.5	(MT/yr) Total CO2e
Phase 3 - Install Temporary Facilities/BMPs	2025															
Total Haul Trips	0															
Hauling		0	8	0	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	30	5	8	10	0	0.12	0.09	2.07	0.00	0.21	0.00	0.21	0.05	0.00	0.05	0.51
					DAILY TOTAL	0.12	0.09	2.07	0.00	0.21	0.00	0.21	0.05	0.00	0.05	0.51
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	2025				TOTAL (Tons)	0.00256	0.004	0.006	4.7296E-07	0.000164994	4.74414E-05	0.0011	2.69086E-05	0.000105712	2.85701E-05	
Total Haul Trips	8															
Hauling	2	4	8	36	15	0.01	0.28	0.18	0.00	0.07	0.00	0.07	0.02	0.00	0.02	0.49
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	30	15	8	10	0	0.12	0.09	2.07	0.00	0.21	0.00	0.21	0.05	0.00	0.05	1.52
					DAILY TOTAL	0.13	0.38	2.26	0.00	0.28	0.00	0.28	0.07	0.00	0.08	2.01
Phase 5 - Remove & Dispose Universal Waste	2025				TOTAL (Tons)	0.00758	0.0052	0.0093	6.43753E-06	0.000165267	4.78198E-05	0.0011	2.69158E-05	0.000105798	2.85975E-05	
Total Haul Trips	6															
Hauling	2	3	8	54	15	0.01	0.39	0.23	0.00	0.10	0.00	0.10	0.03	0.00	0.03	0.55
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	30	5	8	10	0	0.12	0.09	2.07	0.00	0.21	0.00	0.21	0.05	0.00	0.05	0.51
					DAILY TOTAL	0.13	0.49	2.30	0.00	0.31	0.01	0.32	0.08	0.01	0.09	1.05
Phase 6 - Office Building Demolition - Worker	2025				TOTAL (Tons)	0.00257	0.0056	0.0122	9.25317E-06	0.00016546	4.82271E-05	0.0012	2.69244E-05	0.000105903	2.86316E-05	
Total Haul Trips	0															
Hauling	0	0	8	0	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	30	15	8	10	0	0.12	0.09	2.07	0.00	0.21	0.00	0.21	0.05	0.00	0.05	1.52
					DAILY TOTAL	0.12	0.09	2.07	0.00	0.21	0.00	0.21	0.05	0.00	0.05	1.52
Phase 6 - Office Building Demolition - Lead (Non-RCRA)	2025				TOTAL (Tons)	0.00756	0.004	0.006	4.7296E-07	0.000164994	4.74414E-05	0.0011	2.69086E-05	0.000105712	2.85701E-05	
Total Haul Trips	2															
Hauling	2	1	8	90	15	0.01	0.61	0.32	0.00	0.17	0.01	0.17	0.04	0.01	0.05	0.30
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.01	0.61	0.32	0.00	0.17	0.01	0.17	0.04	0.01	0.05	0.30
Phase 6 - Office Building Demolition - Lead Hazardous Waste	2025				TOTAL (Tons)	5.8E-06	0.0065	0.0143	1.44115E-05	9.63019E-07	2.03746E-06	3E-05	4.312E-08	5.28253E-07	1.70125E-07	
Total Haul Trips	2															
Hauling	2	1	8	74	15	0.01	0.52	0.28	0.00	0.14	0.01	0.14	0.04	0.01	0.04	0.25
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.01	0.52	0.28	0.00	0.14	0.01	0.14	0.04	0.01	0.04	0.25
Phase 6 - Office Building Demolition - C&D (Non-Recyclable)	2025				TOTAL (Tons)	5.3E-06	0.0061	0.0103	1.19087E-05	7.23687E-07	1.40916E-06	2E-05	2.9297E-08	3.5748E-07	1.15142E-07	
Total Haul Trips	4															
Hauling	2	2	8	9	15	0.01	0.12	0.12	0.00	0.02	0.00	0.02	0.00	0.00	0.01	0.07
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.01	0.12	0.12	0.00	0.02	0.00	0.02	0.00	0.00	0.01	0.07
Phase 6 - Office Building Demolition - Scrap Metal	2025				TOTAL (Tons)	6.5E-06	0.0045	0.0005	1.7411E-06	5.43545E-08	4.06755E-08	1E-06	5.20946E-10	5.50131E-09	1.78104E-09	
Total Haul Trips	10															
Hauling	2	5	8	10	15	0.01	0.12	0.12	0.00	0.02	0.00	0.02	0.00	0.00	0.01	0.20
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.01	0.12	0.12	0.00	0.02	0.00	0.02	0.00	0.00	0.01	0.20
Phase 7 - Facility Demolition - Worker	2025				TOTAL (Tons)	1.6E-05	0.0045	0.0006	1.89752E-06	6.09693E-08	4.73373E-08	1E-06	6.30833E-10	6.76173E-09	2.18782E-09	
Total Haul Trips	0															
Hauling	0	0	8	0	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	30	75	8	10	0	0.12	0.09	2.07	0.00	0.21	0.00	0.21	0.05	0.00	0.05	7.58
					DAILY TOTAL	0.12	0.09	2.07	0.00	0.21	0.00	0.21	0.05	0.00	0.05	7.58
Phase 7 - Facility Demolition - Lead (Non-RCRA)	2025				TOTAL (Tons)	0.03756	0.004	0.006	4.7296E-07	0.000164994	4.74414E-05	0.0011	2.69086E-05	0.000105712	2.85701E-05	
Total Haul Trips	4															
Hauling	2	2	8	90	15	0.01	0.61	0.32	0.00	0.17	0.01	0.17	0.04	0.01	0.05	0.60
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.01	0.61	0.32	0.00	0.17	0.01	0.17	0.04	0.01	0.05	0.60
Phase 7 - Facility Demolition - Lead Hazardous Waste	2025				TOTAL (Tons)	1.2E-05	0.0065	0.0143	1.44115E-05	9.63019E-07	2.03746E-06	3E-05	4.312E-08	5.28253E-07	1.70125E-07	
Total Haul Trips	2															
Hauling	2	1	8	74	15	0.01	0.52	0.28	0.00	0.14	0.01	0.14	0.04	0.01	0.04	0.25
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.01	0.52	0.28	0.00	0.14	0.01	0.14	0.04	0.01	0.04	0.25
Phase 7 - Facility Demolition - C&D (Non-Recyclable)	2025				TOTAL (Tons)	5.3E-06	0.0061	0.0103	1.19087E-05	7.23687E-07	1.40916E-06	2E-05	2.9297E-08	3.5748E-07	1.15142E-07	
Total Haul Trips	118															
Hauling	2	59	8	9	15	0.01	0.12	0.12	0.00	0.02	0.00	0.02	0.00	0.00	0.01	2.12
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.01	0.12	0.12	0.00	0.02	0.00	0.02	0.00	0.00	0.01	2.12
Phase 7 - Facility Demolition - Scrap Metal	2025				TOTAL (Tons)	0.00019	0.0045	0.0005	1.7411E-06	5.43545E-08	4.06755E-08	1E-06	5.20946E-10	5.50131E-09	1.78104E-09	
Total Haul Trips	392															
Hauling	6	66	8	10	15	0.02	0.37	0.36	0.00	0.06	0.00	0.06	0.01	0.00	0.02	7.67
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.02	0.37	0.36	0.00	0.06	0.00	0.06	0.01	0.00	0.02	7.67
Phase 8 - Hardscape Demolition - Worker 2025	2025				TOTAL (Tons)	0.00065	0.0055	0.0018	5.69257E-06	5.48724E-07	4.26035E-07	1E-05	5.67749E-09	6.08556E-08	1.96904E-08	
Total Haul Trips	0															
Hauling		0	8	10	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	30	17	8	10	0	0.12	0.09	2.07	0.00	0.21	0.00	0.21	0.05	0.00	0.05	1.72
					DAILY TOTAL	0.12	0.09	2.07	0.00	0.21	0.00	0.21	0.05	0.00	0.05	1.72
Phase 8 - Hardscape Demolition - TPH Impacted Non-Hazardous - 2025	2025				TOTAL (Tons)	0.00856	0.004	0.006	4.7296E-07	0.000164994	4.74414E-05	0.0011	2.69086E-05	0.000105712	2.85701E-05	
Total Haul Trips	39															
Hauling	2	20	8	55	15	0.01	0.40	0.23	0.00	0.10	0.00	0.11	0.03	0.00	0.03	3.62
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	10	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.01	0.40	0.23	0.00	0.10	0.00	0.11	0.03	0.00	0.03	3.62
Phase 8 - Hardscape Demolition - Concrete - 2025	2025				TOTAL (Tons)	9.4E-05	0.0056	0.0114	8.93663E-06	4.77745E-07	8.12605E-07	1E-05	1.63404E-08	1.97857E-07	6.37441E-08	
Total Haul Trips	1039															
Hauling	62	18	8	39	15	0.26	9.34	5.93	0.03	2.23	0.09	2.32	0.60	0.09	0.69	69.32
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	10	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.26	9.34	5.93	0.03	2.23	0.09	2.32	0.60	0.09	0.69	69.32
Phase 8 - Hardscape Demolition - Asphalt - 2025	2025				TOTAL (Tons)	0.00234	0.0414	0.1206	0.000199449	0.000291048	0.000419158	0.0069	8.01651E-06	9.58992E-05	3.09082E-05	
Total Haul Trips	598															
Hauling	36	18	8	10	15	0.12	2.23	2.14	0.00	0.33	0.01	0.35	0.09	0.01	0.10	11.69
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.12	2.23	2.14	0.00	0.33	0.01	0.35	0.09	0.01	0.10	11.69
Phase 9 - Import Soil and Rough Grading	2026				TOTAL (Tons)	0.00107	0.0129	0.0107	3.41554E-05	1.97541E-05	1.53373E-05	0.0004	2.0439E-07	2.1908E-06	7.08855E-07	
Total Haul Trips	464															
Hauling	30	16	8	128	15	0.20	9.41	5.99	0.04	3.55	0.11	3.66	0.96	0.11	1.06	96.05
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	30	15	8	10	0	0.11	0.09	1.98	0.00	0.21	0.00	0.21	0.05	0.00	0.05	1.46
					DAILY TOTAL	0.32	9.50	7.96	0.04	3.76	0.11	3.87	1.01	0.11	1.12	97.51
Phase 8 - Hardscape Demolition - Worker 2026	2026				TOTAL (Tons)	0.00918	0.0417	0.3893	0.000298452	0.000521737	0.00057466	0.012	4.58897E-05	0.000296983	8.85122E-05	
Total Haul Trips	0															
Hauling		0	8	9	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	30	13	8	10	0	0.11	0.09	1.98	0.00	0.21	0.00	0.21	0.05	0.00	0.05	1.26
					DAILY TOTAL	0.11	0.09	1.98	0.00	0.21	0.00	0.21	0.05	0.00	0.05	1.26
Phase 8 - Hardscape Demolition - TPH Impacted Non-Hazardous - 2026	2026				TOTAL (Tons)	0.00656	0.004	0.006	4.55457E-07	0.000161947	4.36506E-05	0.0011	2.68796E-05	0.000105627	2.84431E-05	
Total Haul Trips	31.00															
Hauling	2	15	8	55	15	0.01	0.30	0.23	0.00	0.10	0.00	0.10	0.03	0.00	0.03	2.82
Vendor	0	0	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0	0	8	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					DAILY TOTAL	0.01	0.30	0.23	0.00	0.10	0.00	0.10	0.03	0.00	0.03	2.82
Phase 8 - Hardscape Demolition - Concrete - 2026	2026				TOTAL (Tons)	7E-05	0.0052	0.0062	8.72545E-06	4.70888E-07	4.80031E-07	1E-05	1.59449E-08	1.57703E-07	4.95274E-08	
Total Haul Trips	849.00															
Hauling	62	13	8	10	15	0.21	2.83	3.71	0.01	0.57	0.02	0.59	0.15	0.02	0.17	16.29
Vendor	5	0	8	0	6.9	0.01	0.06	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	10	0	8	10	0	0.04	0.03	0.66	0.00	0.07	0.00	0.07	0.02	0.00	0.02	0.00
					DAILY TOTAL	0.25	2.92	4.47	0.01	0.64	0.02	0.66	0.17	0.02	0.19	16.29
Phase 8 - Hardscape Demolition - Asphalt - 2026	2026				TOTAL (Tons)	0.00136	0.0156	0.0239	5.79115E-05	0.000112972	4.13126E-05	0.0015	9.55303E-06	4.03891E-05	1.11137E-05	
Total Haul Trips	488.00															
Hauling	36		8	10	15	0.12	1.64	2.15	0.00	0.33	0.01	0.34	0.09	0.01	0.10	9.37
Vendor		13	8	0	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker		0	8	10	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		0			DAILY TOTAL	0.12	1.64	2.15	0.00	0.33	0.01	0.34	0.09	0.01	0.10	9.37
					TOTAL (Tons)	0	0.0106	0.0158	3.34388E-05	1.98881E-05	9.02253E-06	0.0004	1.99983E-07	1.74648E-06	5.50464E-07	
					DAILY MAX	**0.32**	**9.50**	**7.96**	**0.04**	**3.76**	**0.11**	**3.87**	**1.01**	**0.11**	**1.12**	**97.51**
					PROJECT TOTAL (tons)	**0.09**	**0.21**	**0.68**	**7.23E-04**	**2.12E-03**	**1.40E-03**	**0.03**	**2.52E-04**	**1.18E-03**	**3.32E-04**	**0.00**

Gypsum Demo Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

3. Construction Emissions Details

3.1. Phase 3 - Install Temporary Facilities/BMPs (2025) - Unmitigated

3.3. Phase 4 - Abandon Existing Utilities/Asbestos Abatement (2025) - Unmitigated

3.5. Phase 5 - Remove & Dispose Universal Waste (2025) - Unmitigated

3.7. Phase 6 - Office Building Demolition (2025) - Unmitigated

3.9. Phase 7 - Facility Demolition (2025) - Unmitigated

3.11. Phase 8 - Hardscape Demolition (2025) - Unmitigated

3.13. Phase 8 - Hardscape Demolition (2026) - Unmitigated

3.15. Phase 9 - Import Soil and Rough Grading (2026) - Unmitigated

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Gypsum Demo
Construction Start Date	7/1/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30
Precipitation (days)	18.4
Location	1850 Pier B St, Long Beach, CA 90802, USA
County	Los Angeles-South Coast
City	Long Beach
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4619
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Long Beach Gas & Oil
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Heavy Industry	742	1000sqft	17.0	741,550	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.59	3.01	24.8	24.3	0.06	0.99	7.42	8.41	0.91	1.12	2.03	—	6,905	6,905	0.28	0.06	0.00	6,928
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.28	3.60	27.9	30.3	0.09	1.10	13.6	14.7	1.01	2.06	3.08	—	10,025	10,025	0.41	0.08	0.00	10,059
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.16	0.97	7.97	8.06	0.02	0.32	2.17	2.49	0.30	0.33	0.62	—	2,279	2,279	0.09	0.02	0.00	2,286
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	0.18	1.45	1.47	< 0.005	0.06	0.40	0.45	0.05	0.06	0.11	—	377	377	0.02	< 0.005	0.00	379

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.59	3.01	24.8	24.3	0.06	0.99	7.42	8.41	0.91	1.12	2.03	—	6,905	6,905	0.28	0.06	0.00	6,928

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.28	3.60	27.9	30.3	0.09	1.10	13.6	14.7	1.01	2.06	3.08	—	10,021	10,021	0.41	0.08	0.00	10,055
2026	4.15	3.49	25.8	29.8	0.09	1.01	13.6	14.6	0.93	2.06	2.99	—	10,025	10,025	0.41	0.08	0.00	10,059
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.16	0.97	7.97	8.06	0.02	0.32	2.17	2.49	0.30	0.33	0.62	—	2,279	2,279	0.09	0.02	0.00	2,286
2026	0.23	0.19	1.42	1.66	0.01	0.06	0.52	0.57	0.05	0.08	0.13	—	563	563	0.02	< 0.005	0.00	565
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.21	0.18	1.45	1.47	< 0.005	0.06	0.40	0.45	0.05	0.06	0.11	—	377	377	0.02	< 0.005	0.00	379
2026	0.04	0.04	0.26	0.30	< 0.005	0.01	0.09	0.10	0.01	0.01	0.02	—	93.3	93.3	< 0.005	< 0.005	0.00	93.6

3. Construction Emissions Details

3.1. Phase 3 - Install Temporary Facilities/BMPs (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	4.38	3.40	0.01	0.15	—	0.15	0.13	—	0.13	—	1,545	1,545	0.06	0.01	—	1,550
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.2	21.2	< 0.005	< 0.005	—	21.2
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.50	3.50	< 0.005	< 0.005	—	3.52
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Phase 4 - Abandon Existing Utilities/Asbestos Abatement (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.02	1.70	15.4	16.8	0.03	0.70	—	0.70	0.65	—	0.65	—	2,834	2,834	0.11	0.02	—	2,844
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.63	0.69	< 0.005	0.03	—	0.03	0.03	—	0.03	—	116	116	< 0.005	< 0.005	—	117
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.13	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	19.3	19.3	< 0.005	< 0.005	—	19.3
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Phase 5 - Remove & Dispose Universal Waste (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Phase 6 - Office Building Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.36	2.82	22.8	23.4	0.06	0.92	—	0.92	0.85	—	0.85	—	6,596	6,596	0.27	0.05	—	6,619
Demolition	—	—	—	—	—	—	0.68	0.68	—	0.10	0.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.14	0.12	0.94	0.96	< 0.005	0.04	—	0.04	0.03	—	0.03	—	271	271	0.01	< 0.005	—	272
Demolition	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.17	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	44.9	44.9	< 0.005	< 0.005	—	45.0
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Phase 7 - Facility Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.59	3.01	24.8	24.3	0.06	0.99	—	0.99	0.91	—	0.91	—	6,905	6,905	0.28	0.06	—	6,928
Demolition	—	—	—	—	—	—	7.42	7.42	—	1.12	1.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.59	3.01	24.8	24.3	0.06	0.99	—	0.99	0.91	—	0.91	—	6,905	6,905	0.28	0.06	—	6,928
Demolition	—	—	—	—	—	—	7.42	7.42	—	1.12	1.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.62	5.09	4.99	0.01	0.20	—	0.20	0.19	—	0.19	—	1,419	1,419	0.06	0.01	—	1,424

Demoliti	—	—	—	—	—	—	1.52	1.52	—	0.23	0.23	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.93	0.91	< 0.005	0.04	—	0.04	0.03	—	0.03	—	235	235	0.01	< 0.005	—	236
Demolition	—	—	—	—	—	—	0.28	0.28	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Phase 8 - Hardscape Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.28	3.60	27.9	30.3	0.09	1.10	—	1.10	1.01	—	1.01	—	10,021	10,021	0.41	0.08	—	10,055
Demolition	—	—	—	—	—	—	13.6	13.6	—	2.06	2.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.25	1.36	< 0.005	0.05	—	0.05	0.05	—	0.05	—	451	451	0.02	< 0.005	—	453
Demolition	—	—	—	—	—	—	0.61	0.61	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.04	0.03	0.23	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	74.7	74.7	< 0.005	< 0.005	—	74.9
Demolition	—	—	—	—	—	—	0.11	0.11	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Phase 8 - Hardscape Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.15	3.49	25.8	29.8	0.09	1.01	—	1.01	0.93	—	0.93	—	10,025	10,025	0.41	0.08	—	10,059
Demolition	—	—	—	—	—	—	13.6	13.6	—	2.06	2.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.96	1.11	< 0.005	0.04	—	0.04	0.03	—	0.03	—	373	373	0.02	< 0.005	—	374
Demolition	—	—	—	—	—	—	0.51	0.51	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.18	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	61.7	61.7	< 0.005	< 0.005	—	61.9
Demolition	—	—	—	—	—	—	0.09	0.09	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Phase 9 - Import Soil and Rough Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.89	1.59	11.2	13.5	0.04	0.44	—	0.44	0.40	—	0.40	—	4,639	4,639	0.19	0.04	—	4,655

Dust From Material Movement	—	—	—	—	—	—	0.22	0.22	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.46	0.56	< 0.005	0.02	—	0.02	0.02	—	0.02	—	191	191	0.01	< 0.005	—	191
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Phase 3 - Install Temporary Facilities/BMPs	Demolition	7/1/2025	7/7/2025	5.00	5.00	—

Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Demolition	7/8/2025	7/28/2025	5.00	15.0	—
Phase 5 - Remove & Dispose Universal Waste	Demolition	7/29/2025	8/4/2025	5.00	5.00	—
Phase 6 - Office Building Demolition	Demolition	8/5/2025	8/25/2025	5.00	15.0	—
Phase 7 - Facility Demolition	Demolition	8/26/2025	12/8/2025	5.00	75.0	—
Phase 8 - Hardscape Demolition	Demolition	12/9/2025	1/19/2026	5.00	30.0	—
Phase 9 - Import Soil and Rough Grading	Grading	1/20/2026	2/9/2026	5.00	15.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Phase 3 - Install Temporary Facilities/BMPs	Rubber Tired Loaders	Diesel	Average	2.00	8.00	231	0.36
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Rubber Tired Loaders	Diesel	Average	1.00	8.00	150	0.36
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40

Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Graders	Diesel	Average	1.00	8.00	148	0.41
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Phase 6 - Office Building Demolition	Rubber Tired Loaders	Diesel	Average	1.00	8.00	231	0.36
Phase 6 - Office Building Demolition	Off-Highway Trucks	Diesel	Average	1.00	9.00	525	0.38
Phase 6 - Office Building Demolition	Excavators	Diesel	Average	1.00	8.00	367	0.38
Phase 6 - Office Building Demolition	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Phase 6 - Office Building Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Phase 6 - Office Building Demolition	Graders	Diesel	Average	1.00	8.00	148	0.41
Phase 6 - Office Building Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Phase 7 - Facility Demolition	Rubber Tired Loaders	Diesel	Average	2.00	8.00	231	0.36
Phase 7 - Facility Demolition	Off-Highway Trucks	Diesel	Average	1.00	9.00	525	0.38
Phase 7 - Facility Demolition	Excavators	Diesel	Average	3.00	8.00	367	0.38
Phase 7 - Facility Demolition	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Phase 7 - Facility Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Phase 7 - Facility Demolition	Graders	Diesel	Average	1.00	8.00	148	0.41
Phase 7 - Facility Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40

Phase 7 - Facility Demolition	Excavators	Diesel	Average	1.00	8.00	235	0.38
Phase 8 - Hardscape Demolition	Rubber Tired Loaders	Diesel	Average	1.00	8.00	231	0.36
Phase 8 - Hardscape Demolition	Off-Highway Trucks	Diesel	Average	1.00	9.00	525	0.38
Phase 8 - Hardscape Demolition	Excavators	Diesel	Average	3.00	8.00	367	0.38
Phase 8 - Hardscape Demolition	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Phase 8 - Hardscape Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Phase 8 - Hardscape Demolition	Graders	Diesel	Average	1.00	8.00	148	0.41
Phase 8 - Hardscape Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Phase 8 - Hardscape Demolition	Excavators	Diesel	Average	1.00	8.00	235	0.38
Phase 9 - Import Soil and Rough Grading	Rubber Tired Loaders	Diesel	Average	1.00	8.00	231	0.36
Phase 9 - Import Soil and Rough Grading	Off-Highway Trucks	Diesel	Average	1.00	9.00	525	0.38
Phase 9 - Import Soil and Rough Grading	Excavators	Diesel	Average	1.00	8.00	271	0.38
Phase 9 - Import Soil and Rough Grading	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Phase 9 - Import Soil and Rough Grading	Graders	Diesel	Average	1.00	8.00	148	0.41

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix

Phase 3 - Install Temporary Facilities/BMPs	—	—	—	—
Phase 3 - Install Temporary Facilities/BMPs	Worker	0.00	12.6	LDA,LDT1,LDT2
Phase 3 - Install Temporary Facilities/BMPs	Vendor	—	7.75	HHDT,MHDT
Phase 3 - Install Temporary Facilities/BMPs	Hauling	0.00	20.0	HHDT
Phase 3 - Install Temporary Facilities/BMPs	Onsite truck	—	—	HHDT
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	—	—	—	—
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Worker	0.00	12.6	LDA,LDT1,LDT2
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Vendor	—	7.75	HHDT,MHDT
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Hauling	0.00	20.0	HHDT
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	Onsite truck	—	—	HHDT
Phase 5 - Remove & Dispose Universal Waste	—	—	—	—
Phase 5 - Remove & Dispose Universal Waste	Worker	0.00	12.6	LDA,LDT1,LDT2
Phase 5 - Remove & Dispose Universal Waste	Vendor	—	7.75	HHDT,MHDT
Phase 5 - Remove & Dispose Universal Waste	Hauling	0.00	20.0	HHDT
Phase 5 - Remove & Dispose Universal Waste	Onsite truck	—	—	HHDT
Phase 6 - Office Building Demolition	—	—	—	—
Phase 6 - Office Building Demolition	Worker	0.00	12.6	LDA,LDT1,LDT2
Phase 6 - Office Building Demolition	Vendor	—	7.75	HHDT,MHDT
Phase 6 - Office Building Demolition	Hauling	0.00	20.0	HHDT

Phase 6 - Office Building Demolition	Onsite truck	—	—	HHDT
Phase 7 - Facility Demolition	—	—	—	—
Phase 7 - Facility Demolition	Worker	0.00	12.6	LDA,LDT1,LDT2
Phase 7 - Facility Demolition	Vendor	—	7.75	HHDT,MHDT
Phase 7 - Facility Demolition	Hauling	0.00	20.0	HHDT
Phase 7 - Facility Demolition	Onsite truck	—	—	HHDT
Phase 8 - Hardscape Demolition	—	—	—	—
Phase 8 - Hardscape Demolition	Worker	0.00	12.6	LDA,LDT1,LDT2
Phase 8 - Hardscape Demolition	Vendor	—	7.75	HHDT,MHDT
Phase 8 - Hardscape Demolition	Hauling	0.00	20.0	HHDT
Phase 8 - Hardscape Demolition	Onsite truck	—	—	HHDT
Phase 9 - Import Soil and Rough Grading	—	—	—	—
Phase 9 - Import Soil and Rough Grading	Worker	0.00	12.6	LDA,LDT1,LDT2
Phase 9 - Import Soil and Rough Grading	Vendor	—	7.75	HHDT,MHDT
Phase 9 - Import Soil and Rough Grading	Hauling	0.00	20.0	HHDT
Phase 9 - Import Soil and Rough Grading	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Phase 3 - Install Temporary Facilities/BMPs	0.00	0.00	0.00	0.00	—
Phase 4 - Abandon Existing Utilities/Asbestos Abatement	0.00	0.00	0.00	0.00	—
Phase 5 - Remove & Dispose Universal Waste	0.00	0.00	0.00	0.00	—
Phase 6 - Office Building Demolition	0.00	0.00	0.00	739	—
Phase 7 - Facility Demolition	0.00	0.00	0.00	40,503	—
Phase 8 - Hardscape Demolition	0.00	0.00	0.00	29,750	—
Phase 9 - Import Soil and Rough Grading	5,348	—	7.50	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
General Heavy Industry	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	6.24	annual days of extreme heat

Extreme Precipitation	4.10	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score

Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	17.6
AQ-PM	69.5
AQ-DPM	99.8
Drinking Water	34.7
Lead Risk Housing	—
Pesticides	0.00
Toxic Releases	96.5
Traffic	72.7

Effect Indicators	—
CleanUp Sites	97.7
Groundwater	98.3
Haz Waste Facilities/Generators	98.4
Impaired Water Bodies	99.6
Solid Waste	96.3
Sensitive Population	—
Asthma	40.5
Cardio-vascular	19.5
Low Birth Weights	—
Socioeconomic Factor Indicators	—
Education	—
Housing	—
Linguistic	—
Poverty	—
Unemployment	—

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	—
Employed	—
Median HI	—
Education	—
Bachelor's or higher	—
High school enrollment	—
Preschool enrollment	—

Transportation	—
Auto Access	—
Active commuting	—
Social	—
2-parent households	—
Voting	—
Neighborhood	—
Alcohol availability	—
Park access	—
Retail density	—
Supermarket access	—
Tree canopy	—
Housing	—
Homeownership	—
Housing habitability	—
Low-inc homeowner severe housing cost burden	—
Low-inc renter severe housing cost burden	—
Uncrowded housing	—
Health Outcomes	—
Insured adults	—
Arthritis	5.6
Asthma ER Admissions	29.7
High Blood Pressure	2.9
Cancer (excluding skin)	14.0
Asthma	91.1
Coronary Heart Disease	1.0
Chronic Obstructive Pulmonary Disease	10.5
Diagnosed Diabetes	5.9

Life Expectancy at Birth	0.0
Cognitively Disabled	0.0
Physically Disabled	0.0
Heart Attack ER Admissions	73.4
Mental Health Not Good	52.8
Chronic Kidney Disease	3.6
Obesity	41.1
Pedestrian Injuries	0.0
Physical Health Not Good	25.9
Stroke	3.8
Health Risk Behaviors	—
Binge Drinking	61.9
Current Smoker	43.1
No Leisure Time for Physical Activity	47.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	9.9
Children	0.0
Elderly	0.0
English Speaking	0.0
Foreign-born	0.0
Outdoor Workers	0.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	7.5
Traffic Density	0.0
Traffic Access	51.0
Other Indices	—
Hardship	0.0

Other Decision Support	—
2016 Voting	0.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	—
Healthy Places Index Score for Project Location (b)	—
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	Wilmington Long Beach Carson

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	See Project assumptions
Construction: Construction Phases	See Project assumptions
Construction: Off-Road Equipment	See Project assumptions
Construction: Trips and VMT	See Project assumptions.

Port Provided Information

Table A-1a. Max Daily Emissions Summary.

Long Beach Demolition Project

	Criteria Pollutant Emissions (lb/day)					
Demolition Component	**NOx**	**SO2**	**CO**	**POC**	**PM10**	**PM2.5**
Off-road Diesel Construction Equipment	41.50	0.09	86.72	5.16	2.72	2.50
On-road Motor Vehicles	4.60	0.04	3.64	0.23	3.34	0.53
Material Movement	0.00	0.00	0.00	0.00	2.71	1.36
Asphalt Paving Offgassing	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating Offgassing	0.00	0.00	0.00	0.00	0.00	0.00
Total Demolition Emissions	**46.09**	**0.14**	**90.36**	**5.39**	**8.77**	**4.39**
South Coast	100	150	550	75	150	55
Threshold Exceeded?	No	No	No	No	No	No

Table A-1b. Total Demolition Project Emissions Summary.

Long Beach Demolition Project

	Criteria Pollutant Emissions (Tons)						GHG Emissions (Metric Tons/Year)			
Demolition Component	**NOx**	**SO2**	**CO**	**POC**	**PM10**	**PM2.5**	**CO2**	**CH4**	**N2O**	**CO2e**
Off-road Diesel Construction Equipment	2.60	0.01	5.26	0.32	0.17	0.15	553.70	0.01	0.03	561.70
On-road Motor Vehicles	0.19	0.00	0.11	0.01	0.15	0.02	182.26	0.00	0.03	190.62
Material Movement					0.08	0.04				
Asphalt Paving Offgassing				0.00						
Architectural Coating Offgassing				0.00						
Total Demolition Emissions	**2.79**	**0.01**	**5.36**	**0.33**	**0.40**	**0.22**	**735.96**	**0.01**	**0.05**	**752.32**
SCAQMD Significance Threshold	NA	NA	NA	NA	NA	NA	NA	NA	NA	10,000
Threshold Exceeded?	No	No	No	No	No	No				No

Notes:

1. Project construction is expected to take approximately: 160 days
2. SCAQMD CEQA Guidelines define thresholds of significance for construction-related emissions on a daily basis. No annual threshold exists. (March 2023)
   https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25
3. SCAQMD CEQA Guidelines have defined a GHG threshold for industrial facilities of 10,000 MT CO2e.
4. Conversion factors:
   Global warming potential for methane: 25
   Global warming potential for nitrous oxide: 298

GWPs per the IPCC Fourth Assessment Report (AR4), as summarized by CARB: https://ww2.arb.ca.gov/ghg-gwps

Table A-1a. Max Daily Demolition Emissions Summary.

Long Beach Demolition Project

Phase	Demolition Component	Criteria Pollutant Emissions (lb/day)					
		NOx	SO2	CO	POC	PM10	PM2.5
3	Off-road Diesel Construction Equipment	8.17	0.02	10.28	0.97	0.59	0.54
3	On-road Motor Vehicles	0.02	0.00	0.50	0.01	0.06	0.01
3	Material Movement						
3	Asphalt Paving Offgassing						
3	Architectural Coating Offgassing						
Phase 3 Max (lb/day)		**8.20**	**0.02**	**10.77**	**0.98**	**0.65**	**0.55**
South Coast		100	150	550	75	150	55
Threshold Exceeded?		No	No	No	No	No	No

Phase	Demolition Component	Criteria Pollutant Emissions (lb/day)					
		NOx	SO2	CO	POC	PM10	PM2.5
4	Off-road Diesel Construction Equipment	16.43	0.03	17.69	2.07	1.07	0.98
4	On-road Motor Vehicles	0.30	0.00	0.57	0.01	0.28	0.05
4	Material Movement					0.75	0.39
4	Asphalt Paving Offgassing						
4	Architectural Coating Offgassing						
Phase 4 Max (lb/day)		**16.73**	**0.04**	**18.26**	**2.08**	**2.10**	**1.41**
South Coast		100	150	550	75	150	55
Threshold Exceeded?		No	No	No	No	No	No

Phase	Demolition Component	Criteria Pollutant Emissions (lb/day)					
		NOx	SO2	CO	POC	PM10	PM2.5
5	Off-road Diesel Construction Equipment						
5	On-road Motor Vehicles	0.41	0.01	0.57	0.01	0.39	0.06
5	Material Movement					0.00	0.00
5	Asphalt Paving Offgassing						
5	Architectural Coating Offgassing						
Phase 5 Max (lb/day)		**0.41**	**0.01**	**0.57**	**0.01**	**0.39**	**0.06**
South Coast		100	150	550	75	150	55
Threshold Exceeded?		No	No	No	No	No	No

Phase	Demolition Component	Criteria Pollutant Emissions (lb/day)					
		NOx	SO2	CO	POC	PM10	PM2.5
6	Off-road Diesel Construction Equipment	22.36	0.05	59.33	3.08	1.34	1.23
6	On-road Motor Vehicles	1.37	0.01	0.80	0.03	1.17	0.19
6	Material Movement					0.14	0.07
6	Asphalt Paving Offgassing						
6	Architectural Coating Offgassing						
Phase 6 Max (lb/day)		**23.74**	**0.07**	**60.13**	**3.11**	**2.65**	**1.48**
South Coast		100	150	550	75	150	55
Threshold Exceeded?		No	No	No	No	No	No

Phase	Demolition Component	Criteria Pollutant Emissions (lb/day)					
		NOx	SO2	CO	POC	PM10	PM2.5
7	Off-road Diesel Construction Equipment	41.50	0.09	86.72	5.16	2.72	2.50
7	On-road Motor Vehicles	1.55	0.02	0.90	0.04	1.26	0.20
7	Material Movement					0.92	0.40
7	Asphalt Paving Offgassing						
7	Architectural Coating Offgassing						
Phase 7 Max (lb/day)		**43.05**	**0.11**	**87.63**	**5.20**	**4.90**	**3.10**
South Coast		100	150	550	75	150	55
Threshold Exceeded?		No	No	No	No	No	No

Phase	Demolition Component	Criteria Pollutant Emissions (lb/day)					
		NOx	SO2	CO	POC	PM10	PM2.5
8	Off-road Diesel Construction Equipment	41.50	0.09	86.72	5.16	2.72	2.50
8	On-road Motor Vehicles	4.60	0.04	3.64	0.23	3.34	0.53
8	Material Movement					2.71	1.36
8	Asphalt Paving Offgassing						
8	Architectural Coating Offgassing						
Phase 8 Max (lb/day)		**46.09**	**0.14**	**90.36**	**5.39**	**8.77**	**4.39**
South Coast		100	150	550	75	150	55
Threshold Exceeded?		No	No	No	No	No	No

Phase	Demolition Component	Criteria Pollutant Emissions (lb/day)					
		NOx	SO2	CO	POC	PM10	PM2.5
9	Off-road Diesel Construction Equipment	19.64	0.04	19.34	2.40	1.18	1.09
9	On-road Motor Vehicles	1.75	0.01	1.47	0.08	1.00	0.16
9	Material Movement					0.10	0.01
9	Asphalt Paving Offgassing						
9	Architectural Coating Offgassing						
Phase 9 Max (lb/day)		**21.39**	**0.05**	**20.81**	**2.48**	**2.27**	**1.26**
South Coast		100	150	550	75	150	55
Threshold Exceeded?		No	No	No	No	No	No

Project Max Daily:

Demolition Component	Criteria Pollutant Emissions (lb/day)					
	NOx	SO2	CO	POC	PM10	PM2.5
Off-road Diesel Construction Equipment	41.50	0.09	86.72	5.16	2.72	2.50
On-road Motor Vehicles	4.60	0.04	3.64	0.23	3.34	0.53
Material Movement					2.71	1.36
Asphalt Paving Offgassing						
Architectural Coating Offgassing						
Max (lb/day)	**46.09**	**0.14**	**90.36**	**5.39**	**8.77**	**4.39**

Table A-2a. Off-Road Diesel Equipment - Long Beach Demolition Daily Emissions

Phase	Equipment Category	Avg HP	Fuel	Load Factor	Number of Units per Week	Number of Days	Hours per Day	Criteria Pollutant Emissions (lb/day)						GHG Emissions (MT/Project)			
								POC	NOx	PM_{10}	$PM_{2.5}$	CO	SO2	CO_2	CH_4	N_2O	CO_2e
3	Rubber Tired Loaders	231	Diesel	0.36	2	1	8	0.97	8.17	0.59	0.54	10.28	0.02				
	Phase 3 Daily Max (lb/day):							**0.97**	**8.17**	**0.59**	**0.54**	**10.28**	**0.02**				
4	Rubber Tired Loaders	231	Diesel	0.36	1	1	8	0.49	4.09	0.29	0.27	5.14	0.01				
4	Excavators	235	Diesel	0.38	1	1	8	0.39	3.65	0.26	0.24	5.40	0.01				
4	Rubber Tired Dozers	367	Diesel	0.4	1	1	8	0.62	4.60	0.25	0.23	3.66	0.01				
4	Graders	61	Diesel	0.41	1	1	8	0.32	2.62	0.20	0.19	1.76	0.00				
4	Skid Steer Loaders	61	Diesel	0.37	1	1	8	0.25	1.47	0.06	0.06	1.73	0.00				
	Phase 4 Daily Max (lb/day):							**2.07**	**16.43**	**1.07**	**0.98**	**17.69**	**0.03**				
6	Rubber Tired Loaders	231	Diesel	0.36	1	1	8	0.49	4.09	0.29	0.27	5.14	0.01				
6	Off-Highway Trucks	525	Diesel	0.38	1	1	9	1.04	8.46	0.41	0.38	5.29	0.02				
6	Excavators	367	Diesel	0.38	1	1	8	0.60	5.70	0.41	0.38	8.43	0.01				
6	Skid Steer Loaders	61	Diesel	0.37	1	1	8	0.25	1.47	0.06	0.06	1.73	0.00				
6	Concrete/Industrial Saws	33	Diesel	0.73	1	1	8	0.46	0.82	0.03	0.02	37.45	0.01				
6	Graders	33	Diesel	0.41	1	1	8	0.17	1.42	0.11	0.10	0.95	0.00				
6	Rubber Tired Dozers	33	Diesel	0.4	1	1	8	0.06	0.41	0.02	0.02	0.33	0.00				
	Phase 6 Daily Max (lb/day):							**3.08**	**22.36**	**1.34**	**1.23**	**59.33**	**0.05**				

Table A-2a. Off-Road Diesel Equipment - Long Beach Demolition Daily Emissions

Phase	Equipment Category	Avg HP	Fuel	Load Factor	Number of Units per Week	Number of Days	Hours per Day	Criteria Pollutant Emissions (lb/day)						GHG Emissions (MT/Project)			
								POC	NOx	PM_{10}	$PM_{2.5}$	CO	SO2	CO_2	CH_4	N_2O	CO_2e
7	Rubber Tired Loaders	231	Diesel	0.36	2	1	8	0.97	8.17	0.59	0.54	10.28	0.02				
7	Off-Highway Trucks	525	Diesel	0.38	1	1	9	1.04	8.46	0.41	0.38	5.29	0.02				
7	Excavators	235	Diesel	0.38	1	1	8	0.39	3.65	0.26	0.24	5.40	0.01				
7	Excavators	367	Diesel	0.38	3	1	8	1.81	17.09	1.23	1.13	25.29	0.04				
7	Skid Steer Loaders	61	Diesel	0.37	1	1	8	0.25	1.47	0.06	0.06	1.73	0.00				
7	Concrete/Industrial Saws	33	Diesel	0.73	1	1	8	0.46	0.82	0.03	0.02	37.45	0.01				
7	Graders	33	Diesel	0.41	1	1	8	0.17	1.42	0.11	0.10	0.95	0.00				
7	Rubber Tired Dozers	33	Diesel	0.4	1	1	8	0.06	0.41	0.02	0.02	0.33	0.00				
		Phase 7 Daily Max (lb/day):						**5.16**	**41.50**	**2.72**	**2.50**	**86.72**	**0.09**				
8	Rubber Tired Loaders	231	Diesel	0.36	2	1	8	0.97	8.17	0.59	0.54	10.28	0.02				
8	Off-Highway Trucks	525	Diesel	0.38	1	1	9	1.04	8.46	0.41	0.38	5.29	0.02				
8	Excavators	235	Diesel	0.38	1	1	8	0.39	3.65	0.26	0.24	5.40	0.01				
8	Excavators	367	Diesel	0.38	3	1	8	1.81	17.09	1.23	1.13	25.29	0.04				
8	Skid Steer Loaders	61	Diesel	0.37	1	1	8	0.25	1.47	0.06	0.06	1.73	0.00				
8	Concrete/Industrial Saws	33	Diesel	0.73	1	1	8	0.46	0.82	0.03	0.02	37.45	0.01				
8	Graders	33	Diesel	0.41	1	1	8	0.17	1.42	0.11	0.10	0.95	0.00				
8	Rubber Tired Dozers	33	Diesel	0.4	1	1	8	0.06	0.41	0.02	0.02	0.33	0.00				
		Phase 8 Daily Max (lb/day):						**5.16**	**41.50**	**2.72**	**2.50**	**86.72**	**0.09**				
9	Rubber Tired Loaders	231	Diesel	0.36	1	1	8	0.49	4.09	0.29	0.27	5.14	0.01				
9	Off-Highway Trucks	525	Diesel	0.38	1	1	9	1.04	8.46	0.41	0.38	5.29	0.02				
9	Excavators	271	Diesel	0.38	1	1	8	0.45	4.21	0.30	0.28	6.23	0.01				
9	Skid Steer Loaders	61	Diesel	0.37	1	1	8	0.25	1.47	0.06	0.06	1.73	0.00				
9	Graders	33	Diesel	0.41	1	1	8	0.17	1.42	0.11	0.10	0.95	0.00				
		Phase 9 Daily Max (lb/day):						**2.40**	**19.64**	**1.18**	**1.09**	**19.34**	**0.04**				
		Project Daily Max (lb/day):						**5.16**	**41.50**	**2.72**	**2.50**	**86.72**	**0.09**				

Notes:

1. Source for Equipment Load Factors: Load factors are based on *California Emissions Estimator Model (CalEEMod) User's Guide,* Appendix G, 2022, Table G-12 (OFFROAD Default Horsepower and Load Factors).
2. Source for emission factors and average HP: CARB Offroad2021 Database. https://arb.ca.gov/emfac/offroad/ (accessed December 18, 2024).
3. Conversion factors:
   - Global warming potential for methane: 25
   - Global warming potential for nitrous oxide: 298
   - 2,000 pounds/ton
   - 0.45359 kilograms/pound)
   - 1,000 kilograms/metric ton

4 Typo of off-road equipment in use during each phase, as specified by Roux, Inc per their 12/13/2024 email (NGC LCB Demo: Follow Up from POLB 12/4)

5 Number of off-road equipment in use during each phase, as specified by Roux, Inc. per their 12/13/2024 email (NGC LCB Demo: Follow Up from POLB 12/4)

6 Equipment size (hp) as described in the Proposed Project Construction Activity Data and Information form for the POLB (dated 6/05/2018).

Table A-2b. Off-Road Diesel Equipment - Long Beach Demolition Total Project Emissions

Phase	Equipment Category	Avg HP	Fuel	Load Factor	Number of Units per Week	Number of Days	Hours per Day	Criteria Pollutant Emissions (Ton/Project)						GHG Emissions (MT/Project)			
								POC	NOx	PM_{10}	$PM_{2.5}$	CO	SO2	CO_2	CH_4	N_2O	CO_2e
3	Rubber Tired Loaders	231	Diesel	0.36	2	5	8	0.00	0.02	0.00	0.00	0.03	0.00	3.89	0.00	0.00	3.95
	Phase 3 Total (TPY):							**0.00**	**0.02**	**0.00**	**0.00**	**0.03**	**0.00**	**3.89**	**0.00**	**0.00**	**3.95**
4	Rubber Tired Loaders	231	Diesel	0.36	1	10	8	0.00	0.02	0.00	0.00	0.03	0.00	3.89	0.00	0.00	3.95
4	Excavators	235	Diesel	0.38	1	10	8	0.00	0.02	0.00	0.00	0.03	0.00	4.10	0.00	0.00	4.16
4	Rubber Tired Dozers	367	Diesel	0.4	1	10	8	0.00	0.02	0.00	0.00	0.02	0.00	6.04	0.00	0.00	6.13
4	Graders	61	Diesel	0.41	1	10	8	0.00	0.01	0.00	0.00	0.01	0.00	1.23	0.00	0.00	1.25
4	Skid Steer Loaders	61	Diesel	0.37	1	10	8	0.00	0.01	0.00	0.00	0.01	0.00	1.05	0.00	0.00	1.07
	Phase 4 Total (TPY):							**0.01**	**0.08**	**0.01**	**0.00**	**0.09**	**0.00**	**16.32**	**0.00**	**0.00**	**16.56**
6	Rubber Tired Loaders	231	Diesel	0.36	1	15	8	0.00	0.03	0.00	0.00	0.04	0.00	5.83	0.00	0.00	5.92
6	Off-Highway Trucks	525	Diesel	0.38	1	15	9	0.01	0.06	0.00	0.00	0.04	0.00	13.79	0.00	0.00	13.99
6	Excavators	367	Diesel	0.38	1	15	8	0.00	0.04	0.00	0.00	0.06	0.00	9.61	0.00	0.00	9.75
6	Skid Steer Loaders	61	Diesel	0.37	1	15	8	0.00	0.01	0.00	0.00	0.01	0.00	1.58	0.00	0.00	1.60
6	Concrete/Industrial Saws	33	Diesel	0.73	1	15	8	0.00	0.01	0.00	0.00	0.28	0.00	3.10	0.00	0.00	3.12
6	Graders	33	Diesel	0.41	1	15	8	0.00	0.01	0.00	0.00	0.01	0.00	1.00	0.00	0.00	1.01
6	Rubber Tired Dozers	33	Diesel	0.4	1	15	8	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.83
	Phase 6 Total (TPY):							**0.02**	**0.17**	**0.01**	**0.01**	**0.44**	**0.00**	**35.72**	**0.00**	**0.00**	**36.23**

Table A-2b. Off-Road Diesel Equipment - Long Beach Demolition Total Project Emissions

Phase	Equipment Category	Avg HP	Fuel	Load Factor	Number of Units per Week	Number of Days	Hours per Day	Criteria Pollutant Emissions (Ton/Project)						GHG Emissions (MT/Project)			
								POC	NOx	PM_{10}	$PM_{2.5}$	CO	SO2	CO_2	CH_4	N_2O	CO_2e
7	Rubber Tired Loaders	231	Diesel	0.36	2	75	8	0.04	0.31	0.02	0.02	0.39	0.00	58.34	0.00	0.00	59.21
7	Off-Highway Trucks	525	Diesel	0.38	1	75	9	0.04	0.32	0.02	0.01	0.20	0.00	68.93	0.00	0.00	69.95
7	Excavators	235	Diesel	0.38	1	75	8	0.01	0.14	0.01	0.01	0.20	0.00	30.76	0.00	0.00	31.21
7	Excavators	367	Diesel	0.38	3	75	8	0.07	0.64	0.05	0.04	0.95	0.00	144.10	0.00	0.01	146.24
7	Skid Steer Loaders	61	Diesel	0.37	1	75	8	0.01	0.06	0.00	0.00	0.07	0.00	7.91	0.00	0.00	8.02
7	Concrete/Industrial Saws	33	Diesel	0.73	1	75	8	0.02	0.03	0.00	0.00	1.40	0.00	15.52	0.00	0.00	15.61
7	Graders	33	Diesel	0.41	1	75	8	0.01	0.05	0.00	0.00	0.04	0.00	4.99	0.00	0.00	5.06
7	Rubber Tired Dozers	33	Diesel	0.4	1	75	8	0.00	0.02	0.00	0.00	0.01	0.00	4.07	0.00	0.00	4.14
		Phase 7 Total (TPY):						**0.19**	**1.56**	**0.10**	**0.09**	**3.25**	**0.00**	**334.62**	**0.01**	**0.02**	**339.46**
8	Rubber Tired Loaders	231	Diesel	0.36	2	30	8	0.01	0.12	0.01	0.01	0.15	0.00	23.34	0.00	0.00	23.68
8	Off-Highway Trucks	525	Diesel	0.38	1	30	9	0.02	0.13	0.01	0.01	0.08	0.00	27.57	0.00	0.00	27.98
8	Excavators	235	Diesel	0.38	1	30	8	0.01	0.05	0.00	0.00	0.08	0.00	12.30	0.00	0.00	12.49
8	Excavators	367	Diesel	0.38	3	30	8	0.03	0.26	0.02	0.02	0.38	0.00	57.64	0.00	0.00	58.50
8	Skid Steer Loaders	61	Diesel	0.37	1	30	8	0.00	0.02	0.00	0.00	0.03	0.00	3.16	0.00	0.00	3.21
8	Concrete/Industrial Saws	33	Diesel	0.73	1	30	8	0.01	0.01	0.00	0.00	0.56	0.00	6.21	0.00	0.00	6.24
8	Graders	33	Diesel	0.41	1	30	8	0.00	0.02	0.00	0.00	0.01	0.00	2.00	0.00	0.00	2.03
8	Rubber Tired Dozers	33	Diesel	0.4	1	30	8	0.00	0.01	0.00	0.00	0.00	0.00	1.63	0.00	0.00	1.65
		Phase 8 Total (TPY):						**0.08**	**0.62**	**0.04**	**0.04**	**1.30**	**0.00**	**133.85**	**0.00**	**0.01**	**135.78**
9	Rubber Tired Loaders	231	Diesel	0.36	1	15	8	0.00	0.03	0.00	0.00	0.04	0.00	5.83	0.00	0.00	5.92
9	Off-Highway Trucks	525	Diesel	0.38	1	15	9	0.01	0.06	0.00	0.00	0.04	0.00	13.79	0.00	0.00	13.99
9	Excavators	271	Diesel	0.38	1	15	8	0.00	0.03	0.00	0.00	0.05	0.00	7.09	0.00	0.00	7.20
9	Skid Steer Loaders	61	Diesel	0.37	1	15	8	0.00	0.01	0.00	0.00	0.01	0.00	1.58	0.00	0.00	1.60
9	Graders	33	Diesel	0.41	1	15	8	0.00	0.01	0.00	0.00	0.01	0.00	1.00	0.00	0.00	1.01
		Phase 9 Total (TPY):						**0.02**	**0.15**	**0.01**	**0.01**	**0.15**	**0.00**	**29.29**	**0.00**	**0.00**	**29.73**
		Project Total (TPY):						**0.32**	**2.60**	**0.17**	**0.15**	**5.26**	**0.01**	**553.70**	**0.01**	**0.03**	**561.70**

Notes:

1. Source for Equipment Load Factors: Load factors are based on *California Emissions Estimator Model (CalEEMod) User's Guide,* Appendix G, 2022, Table G-12 (OFFROAD Default Horsepower and Load Factors).
2. Source for emission factors and average HP: CARB Offroad2021 Database. https://arb.ca.gov/emfac/offroad/ (accessed December 18, 2024).
3. Conversion factors:
   - Global warming potential for methane: 25
   - Global warming potential for nitrous oxide: 298
   - 2,000 pounds/ton
   - 0.45359 kilograms/pound)
   - 1,000 kilograms/metric ton

4 Phase duration as described in the Draft Gold Bond Demolition Preliminary Schedule, dated October 30, 2024.

5 Off-Road equipment in use during each phase, as specified by Roux, Inc per their 12/13/2024 email (NGC LCB Demo: Follow Up from POLB 12/4)

6 Equipment size (hp) as described in the Proposed Project Construction Activity Data and Information form for the POLB (dated 6/05/2018).

Table A-3a. On-Road Equipment - Long Beach Demolition Daily Emissions

Phase	Category	Material Moved	Fuel	EMFAC Category	Number of Vehicles	Trips per Day	Trip Length Two-Way	Round Trip Miles/Day	Criteria Pollutant Emissions (lb/day)						GHG Emissions (MT/Project)			
									POC	NOx	PM_{10}	$PM_{2.5}$	CO	SO_2	CO_2	CH_4	N_2O	CO_2e
3	Passenger Car		Gasoline	LDA	15	1	20	20	0.006	0.025	0.064	0.010	0.495	0.002				
				Phase 3 Daily Max (lb/day):		**1**			**0.006**	**0.025**	**0.064**	**0.010**	**0.495**	**0.002**	**0.000**	**0.000**	**0.000**	**0.000**
4	Other Construction Trucks	Asbestos Impacted	Diesel	T7 Single Dump	1	1	72	72	0.007	0.276	0.217	0.035	0.072	0.003				
4	Passenger Car		Gasoline	LDA	15	1	20	20	0.006	0.025	0.064	0.010	0.495	0.002				
				Phase 4 Daily Max (lb/day):		**2**			**0.012**	**0.301**	**0.281**	**0.045**	**0.568**	**0.004**	**0.000**	**0.000**	**0.000**	**0.000**
5	Other Construction Trucks	Universal Wastes	Diesel	T7 Single Dump	1	1	108	108	0.008	0.390	0.325	0.052	0.079	0.004				
5	Passenger Car		Gasoline	LDA	15	1	20	20	0.006	0.025	0.064	0.010	0.495	0.002				
				Phase 5 Daily Max (lb/day):		**2**			**0.014**	**0.415**	**0.389**	**0.063**	**0.575**	**0.006**	**0.000**	**0.000**	**0.000**	**0.000**
6	Other Construction Trucks	Lead (Non-RCRA)	Diesel	T7 Single Dump	1	1	180	180	0.010	0.617	0.542	0.087	0.092	0.006				
6	Other Construction Trucks	Lead Hazardous Waste	Diesel	T7 Single Dump	1	1	148	148	0.009	0.516	0.445	0.072	0.086	0.005				
6	Other Construction Trucks	C&D (Non-Recyclable)	Diesel	T7 Single Dump	1	1	18	18	0.005	0.105	0.054	0.009	0.063	0.001				
6	Other Construction Trucks	Scrap Metal	Diesel	T7 Single Dump	1	1	20	20	0.005	0.111	0.060	0.010	0.063	0.001				
6	Passenger Car		Gasoline	LDA	15	1	20	20	0.006	0.025	0.064	0.010	0.495	0.002				
				Phase 6 Daily Max (lb/day):		**5**			**0.035**	**1.375**	**1.165**	**0.188**	**0.800**	**0.015**	**0.000**	**0.000**	**0.000**	**0.000**
7	Other Construction Trucks	Lead (Non-RCRA)	Diesel	T7 Single Dump	1	1	180	180	0.010	0.617	0.542	0.087	0.092	0.006				
7	Other Construction Trucks	Lead Hazardous Waste	Diesel	T7 Single Dump	1	1	148	148	0.009	0.516	0.445	0.072	0.086	0.005				
7	Other Construction Trucks	C&D (Non-Recyclable)	Diesel	T7 Single Dump	1	1	18	18	0.005	0.105	0.054	0.009	0.063	0.001				
7	Other Construction Trucks	Scrap Metal	Diesel	T7 Single Dump	1	3	20	52	0.013	0.291	0.157	0.025	0.165	0.002				
7	Passenger Car		Gasoline	LDA	15	1	20	20	0.006	0.025	0.064	0.010	0.495	0.002				
				Phase 7 Daily Max (lb/day):		**7**			**0.042**	**1.555**	**1.262**	**0.203**	**0.901**	**0.016**	**0.000**	**0.000**	**0.000**	**0.000**
8	Other Construction Trucks	TPH Impacted Non-Hazardous	Diesel	T7 Single Dump	1	1	110	110	0.008	0.396	0.331	0.053	0.079	0.004				
8	Other Construction Trucks	Concrete	Diesel	T7 Single Concrete	1	31	20	620	0.139	2.642	1.862	0.297	1.937	0.023				
8	Other Construction Trucks	Asphalt	Diesel	T7 Single Concrete	1	18	20	360	0.081	1.534	1.081	0.173	1.125	0.014				
8	Passenger Car		Gasoline	LDA	15	1	20	20	0.006	0.025	0.064	0.010	0.495	0.002				
				Phase 8 Daily Max (lb/day):		**51**			**0.233**	**4.597**	**3.338**	**0.533**	**3.637**	**0.043**	**0.000**	**0.000**	**0.000**	**0.000**
9	Other Construction Trucks	Backfill	Diesel	T7 Single Dump	1	15	20	310	0.074	1.725	0.933	0.151	0.975	0.012				
9	Passenger Car		Gasoline	LDA	15	1	20	20	0.006	0.025	0.064	0.010	0.495	0.002				
				Phase 9 Daily Max (lb/day):		**16**			**0.080**	**1.750**	**0.997**	**0.161**	**1.471**	**0.014**	**0.000**	**0.000**	**0.000**	**0.000**
				Project Daily Max (lb/day):					**0.233**	**4.597**	**3.338**	**0.533**	**3.637**	**0.043**	**0.000**	**0.000**	**0.000**	**0.000**

Table A-3b. On-Road Equipment - Long Beach Demolition Project Total Emissions

Phase	Category	Material Moved	Fuel	EMFAC Category	Number of Vehicles	Total Project Trips	Trip Length Two-Way	Round Trip Miles/Project	Criteria Pollutant Emissions (Ton/Project)						GHG Emissions (MT/Project)			
									POC	NOx	PM_{10}	$PM_{2.5}$	CO	SO_2	CO_2	CH_4	N_2O	CO_2e
3	Passenger Car		Gasoline	LDA	15	5	20	100	0.000	0.00	0.00	0.00	0.001	0.000	0.42	0.00	0.00	0.42
				Phase 3 Total (TPY):					**0.000**	**0.000**	**0.000**	**0.000**	**0.001**	**0.000**	**0.419**	**0.000**	**0.000**	**0.421**
4	Other Construction Trucks	Asbestos Impacted	Diesel	T7 Single Dump	1	4	72	288	0.000	0.00	0.00	0.00	0.000	0.000	0.49	0.00	0.00	0.51
4	Passenger Car		Gasoline	LDA	15	10	20	200	0.000	0.00	0.00	0.00	0.002	0.000	0.84	0.00	0.00	0.84
				Phase 4 Total (TPY):					**0.000**	**0.001**	**0.001**	**0.000**	**0.003**	**0.000**	**1.324**	**0.000**	**0.000**	**1.352**
5	Other Construction Trucks	Universal Wastes	Diesel	T7 Single Dump	1	3	108	324	0.000	0.00	0.00	0.00	0.000	0.000	0.54	0.00	0.00	0.57
5	Passenger Car		Gasoline	LDA	15	5	20	100	0.000	0.00	0.00	0.00	0.001	0.000	0.42	0.00	0.00	0.42
				Phase 5 Total (TPY):					**0.000**	**0.001**	**0.001**	**0.000**	**0.001**	**0.000**	**0.958**	**0.000**	**0.000**	**0.987**
6	Other Construction Trucks	Lead (Non-RCRA)	Diesel	T7 Single Dump	1	1	180	180	0.000	0.00	0.00	0.00	0.000	0.000	0.30	0.00	0.00	0.31
6	Other Construction Trucks	Lead Hazardous Waste	Diesel	T7 Single Dump	1	1	148	148	0.000	0.00	0.00	0.00	0.000	0.000	0.24	0.00	0.00	0.26
6	Other Construction Trucks	C&D (Non-Recyclable)	Diesel	T7 Single Dump	1	2	18	36	0.000	0.00	0.00	0.00	0.000	0.000	0.07	0.00	0.00	0.07
6	Other Construction Trucks	Scrap Metal	Diesel	T7 Single Dump	1	5	20	100	0.000	0.00	0.00	0.00	0.000	0.000	0.19	0.00	0.00	0.19
6	Passenger Car		Gasoline	LDA	15	15	20	300	0.000	0.00	0.00	0.00	0.004	0.000	1.26	0.00	0.00	1.26
				Phase 6 Total (TPY):					**0.000**	**0.001**	**0.001**	**0.000**	**0.004**	**0.000**	**2.052**	**0.000**	**0.000**	**2.097**
7	Other Construction Trucks	Lead (Non-RCRA)	Diesel	T7 Single Dump	1	2	180	360	0.000	0.00	0.00	0.00	0.000	0.000	0.59	0.00	0.00	0.62
7	Other Construction Trucks	Lead Hazardous Waste	Diesel	T7 Single Dump	1	1	148	148	0.000	0.00	0.00	0.00	0.000	0.000	0.24	0.00	0.00	0.26
7	Other Construction Trucks	C&D (Non-Recyclable)	Diesel	T7 Single Dump	1	59	18	1,062	0.000	0.00	0.00	0.00	0.002	0.000	2.00	0.00	0.00	2.09
7	Other Construction Trucks	Scrap Metal	Diesel	T7 Single Dump	1	196	20	3,920	0.000	0.01	0.01	0.00	0.006	0.000	7.27	0.00	0.00	7.62
7	Passenger Car		Gasoline	LDA	15	75	20	1,500	0.000	0.00	0.00	0.00	0.019	0.000	6.29	0.00	0.00	6.32
				Phase 7 Total (TPY):					**0.001**	**0.016**	**0.011**	**0.002**	**0.027**	**0.000**	**16.389**	**0.000**	**0.002**	**16.915**
8	Other Construction Trucks	TPH Impacted Non-Hazardous	Diesel	T7 Single Dump	1	35	110	3,850	0.000	0.01	0.01	0.00	0.001	0.000	6.40	0.00	0.00	6.71
8	Other Construction Trucks	Concrete	Diesel	T7 Single Concrete	1	944	20	18,886	0.002	0.04	0.03	0.00	0.030	0.000	34.25	0.00	0.01	35.92
8	Other Construction Trucks	Asphalt	Diesel	T7 Single Concrete	1	543	20	10,864	0.001	0.02	0.02	0.00	0.017	0.000	19.70	0.00	0.00	20.66
8	Passenger Car		Gasoline	LDA	15	30	20	600	0.000	0.00	0.00	0.00	0.007	0.000	2.52	0.00	0.00	2.53
				Phase 8 Total (TPY):					**0.004**	**0.071**	**0.051**	**0.008**	**0.055**	**0.001**	**62.861**	**0.000**	**0.010**	**65.824**
9	Other Construction Trucks	Backfill	Diesel	T7 Single Dump	1	232	256	59,489	0.001	0.10	0.09	0.01	0.012	0.001	97.42	0.00	0.02	102.18
9	Passenger Car		Gasoline	LDA	15	15	20	300	0.000	0.00	0.00	0.00	0.004	0.000	1.26	0.00	0.00	1.26
				Phase 9 Total (TPY):					**0.001**	**0.100**	**0.090**	**0.014**	**0.016**	**0.001**	**98.681**	**0.000**	**0.015**	**103.447**
				Project Total (TPY):					**0.01**	**0.19**	**0.15**	**0.02**	**0.11**	**0.00**	**182.26**	**0.00**	**0.03**	**190.62**

Gold Bond Building Products LLC
Wallboard Facility Demolition Project

Notes:

1. EMFAC2021 criteria pollutant and GHG emission factors are derived from the California Air Resources Board's EMFAC2021 2025 emission estimates for SCAQMD Region. Source: California Air Resources Board, EMFAC2021 Web Database (v1.0.2) (undated), emissions data option, available at https://arb.ca.gov/emfac/emissions-inventory/ (accessed December 18, 2024). Data reflects the use of aggregated vehicle model years, vehicle speeds, grouped by Road Type)

2. Conversion factors:
Global warming potential for methane: 25
Global warming potential for nitrous oxide: 298
2,000 pounds/ton
0.45359 kilograms/pound)
1,000 kilograms/metric ton

3. Note that the Port of Long Beach construction form, Table 3 suggests a higher maximum number of truck trips per day per truck type. However, as all four truck types are not expected to be on site in a given day, the max daily number of truck trips has been estimated based on reasonable worst case scenario of the maximum number of trucks that might be on site in a given day to remove demolition debris.

4. Estimated transport distance for waste disposal:

					One-Way Miles	SCAQMD Miles	VCAPCD	SJVAPCD	Antelope Valley	Kern County	Mojave Desert	Great Unified Basin	Nevada
Total petroleum hydrocarbon (TPH) impacted, non-hazardous waste would be sent to Waste Management, Simi Valley	TPH Impacted Non-Hazardous				64	55	9						
Asbestos impacted material would be sent to Waste Management, Azusa	Asbestos Impacted				36	36							
Lead (non-RCRA) would be sent to Clean Harbors, Button Willow or to Waste Management, Kettleman	Lead (Non-RCRA)				158	90		68					
Lead hazardous waste would be sent to US Ecology, Beatty, NV	Lead Hazardous Waste				307	74			29	61	31	90.9	21.1
Universal Waste sent to Lighting Resources, Ontario, CA	Universal Wastes				54	54							
Backfill soil transport distance based on truck trips from Barstow to Long Beach:	Backfill				128	128							

5. Truck Capacity		**Min Tons**	**Expected Tons**
Class 8a and 8b Heavy-Duty Vehicles (>33,000 lbs. GVWR)	T7 Single Dump	16.5	20
Class 8a and 8b Heavy-Duty Vehicles (>33,000 lbs. GVWR)	T7 Single Concrete	16.5	20

Expected tons/truck as provided by Roux, Inc. email dated 12/08/2023, Re: National Gypsum/Gold Bond Long Beach Project.

Table A-4 Material Movement Emissions

Fugitive Particulate Matter Emissions from Material Movement, by Phase

Phase	Material Movement Component	Emission Factors PM_{10}	Emission Factors $PM_{2.5}$	Activity Indicator	Emissions (Tons) PM_{10}	Emissions (Tons) $PM_{2.5}$
4	Grading	1.543 lb/mile	0.167 lb/mile	0.4 miles	0.000	0.000
4	Bulldozing	0.753 lb/hour	0.414 lb/hour	9 hours	0.003	0.002
4	Material Handling	9.46E-05 lb/ton	1.43E-05 lb/ton	0 tons	0.000	0.000
4	Demolition Debris Handling	4.08E-04 lb/ton	6.18E-05 lb/ton	0 tons	0.000	0.000
	Phase 4 Emissions (Tons)				**0.004**	**0.002**
	Phase 4 Daily Max (lb/day):				**0.752**	**0.387**

Phase	Material Movement Component	Emission Factors PM_{10}	Emission Factors $PM_{2.5}$	Activity Indicator	Emissions (Tons) PM_{10}	Emissions (Tons) $PM_{2.5}$
5	Grading	1.543 lb/mile	0.167 lb/mile	0.0 miles	0.000	0.000
5	Bulldozing	0.753 lb/hour	0.414 lb/hour	0 hours	0.000	0.000
5	Material Handling	9.46E-05 lb/ton	1.43E-05 lb/ton	0 tons	0.000	0.000
5	Demolition Debris Handling	4.08E-04 lb/ton	6.18E-05 lb/ton	0 tons	0.000	0.000
	Phase 5 Emissions (Tons)				**0.000**	**0.000**
	Phase 5 Daily Max (lb/day):				**0.000**	**0.000**

Phase	Material Movement Component	Emission Factors PM_{10}	Emission Factors $PM_{2.5}$	Activity Indicator	Emissions (Tons) PM_{10}	Emissions (Tons) $PM_{2.5}$
6	Grading	1.543 lb/mile	0.167 lb/mile	0.1 miles	0.000	0.000
6	Bulldozing	0.753 lb/hour	0.414 lb/hour	2 hours	0.001	0.000
6	Material Handling	9.46E-05 lb/ton	1.43E-05 lb/ton	46 tons	0.000	0.000
6	Demolition Debris Handling	4.08E-04 lb/ton	6.18E-05 lb/ton	693 tons	0.000	0.000
	Phase 6 Emissions (Tons)				**0.001**	**0.001**
	Phase 6 Daily Max (lb/day):				**0.144**	**0.067**

Phase	Material Movement Component	Emission Factors PM_{10}	Emission Factors $PM_{2.5}$	Activity Indicator	Emissions (Tons) PM_{10}	Emissions (Tons) $PM_{2.5}$
7	Grading	1.543 lb/mile	0.167 lb/mile	2.8 miles	0.002	0.000
7	Bulldozing	0.753 lb/hour	0.414 lb/hour	65 hours	0.024	0.013
7	Material Handling	9.46E-05 lb/ton	1.43E-05 lb/ton	1,854 tons	0.000	0.000
7	Demolition Debris Handling	4.08E-04 lb/ton	6.18E-05 lb/ton	38,649 tons	0.008	0.001
	Phase 7 Emissions (Tons)				**0.035**	**0.015**
	Phase 7 Daily Max (lb/day):				**0.923**	**0.397**

Phase	Material Movement Component	Emission Factors PM_{10}	Emission Factors $PM_{2.5}$	Activity Indicator	Emissions (Tons) PM_{10}	Emissions (Tons) $PM_{2.5}$
8	Grading	1.543 lb/mile	0.167 lb/mile	4.1 miles	0.003	0.000
8	Bulldozing	0.753 lb/hour	0.414 lb/hour	96 hours	0.036	0.020
8	Material Handling	9.46E-05 lb/ton	1.43E-05 lb/ton	29,750 tons	0.001	0.000
8	Demolition Debris Handling	4.08E-04 lb/ton	6.18E-05 lb/ton	0 tons	0.000	0.000
	Phase 8 Emissions (Tons)				**0.041**	**0.020**
	Phase 8 Daily Max (lb/day):				**2.715**	**1.361**

Phase	Material Movement Component	Emission Factors PM_{10}	Emission Factors $PM_{2.5}$	Activity Indicator	Emissions (Tons) PM_{10}	Emissions (Tons) $PM_{2.5}$
9	Grading	1.543 lb/mile	0.167 lb/mile	0.6 miles	0.000	0.000
9	Bulldozing	0.753 lb/hour	0.414 lb/hour	0 hours	0.000	0.000
9	Material Handling	9.46E-05 lb/ton	1.43E-05 lb/ton	5,348 tons	0.000	0.000
9	Demolition Debris Handling	4.08E-04 lb/ton	6.18E-05 lb/ton	0 tons	0.000	0.000
	Phase 9 Emissions (Tons)				**0.001**	**0.000**
	Phase 9 Daily Max (lb/day):				**0.095**	**0.012**

Total Project Fugitive Particulate Matter Emissions from Material Movement.

Material Movement Component	Emission Factors PM_{10}	Emission Factors $PM_{2.5}$	Activity Indicator	Emissions (Tons) PM_{10}	Emissions (Tons) $PM_{2.5}$
Grading	1.543 lb/mile	0.167 lb/mile	8.0 miles	0.006	0.001
Bulldozing	0.753 lb/hour	0.414 lb/hour	173 hours	0.065	0.036
Material Handling	9.46E-05 lb/ton	1.43E-05 lb/ton	36,998 tons	0.002	0.000
Demolition Debris Handling	4.08E-04 lb/ton	6.18E-05 lb/ton	38,649 tons	0.008	0.001
Total Emissions (Tons)				**0.081**	**0.038**

0.081 0.038

Table A-4 Material Movement Emissions

Activity			Activity Indicator		Notes
Grading	**Phase Description**		**Acres**	**Miles**	
Abandon Existing Utilities	4	Utilities Demo	.57 acres	.39 miles	
Office Building Demo	6	Office Building	.14 acres	.10 miles	
Facility Demo	7	Facility	4.06 acres	2.79 miles	
Hardscape Demo	8	Hardscape	6. acres	4.13 miles	Estimated from Google earth
Grading of replaced TPH Soils	9	Soil Backfill	.03 acres	.02 miles	
Admin Building Site Grading	9	Soil Backfill	.14 acres	.10 miles	
Gypsum Dome Site Grading	9	Soil Backfill	.69 acres	.48 miles	
	Total			**8.01 miles**	

Activity			Activity Indicator		Notes
Bulldozing	**Phase Description**		**Acres**	**Hours**	
Abandon Existing Utilities	4	Utilities Demo	.57 acres	9 hours	
Office Building Demo	6	Office Building	.14 acres	2 hours	
Facility Demo	7	Facility	4.06 acres	65 hours	
Hardscape Demo	8	Hardscape	6. acres	96 hours	Estimated from Google earth
	Total			**173 hours**	

Activity			Activity Indicator		Notes
Material Movement - Truck Loading	**Phase Description**		**ft^2**	**Tons**	
TPH Impacted Non-Hazardous	6	Admin		17 tons	Use Max of potential tons
C&D (Non-Recyclable)	6	Admin		29 tons	Use Max of potential tons
TPH Impacted Non-Hazardous	7	Facility		683 tons	Use Max of potential tons
C&D (Non-Recyclable)	7	Facility		1,171 tons	Use Max of potential tons
Asphalt Removal	8	Hardscape		10,864 tons	Use Max of potential tons
Concrete Removal	8	Hardscape		18,886 tons	Use Max of potential tons
Backfill of TPH Removed Soils	9	Soil Backfill		700 tons	
Admin Building Backfill	9	Soil Backfill	6,240	2,999 tons	
Gypsum Dome Backfill	9	Soil Backfill	30,172	1,648 tons	
	Total			**36,998 tons**	

Activity			Activity Indicator		Notes
Demolition Debris Handling	**Phase Description**		**Building Volume ft^3**	**Waste Volume Short Ton**	
Structure demolition	6	Office Building	149,760	693	Demolition debris waste volume estimated per
Structure demolition	7	Facility Demo	8,348,272	38,649	Appendix C, Section 4.5.1 of CalEEMod Version 2022.1
	Max		**8,348,272**	**38,649 tons**	

Notes:

1. Average daily emissions are calculated by assuming:
32 week construction period
5 construction work days/week

2. Conversion factors:
43,560 square feet/acre
5,280 feet/mile
24 feet wide construction area
12 feet grader blade width
0.046 ton of construction debris per square foot (CalEEMod User's Guide, Appendix A)
2,000 pounds/ton

3. Quantity of material movement as described in the Gold Bond Building Products Demolition Plan, Sheet V-4.1, dated 10/29/2024..

Table A-4 Material Movement Emissions

Grading Emission Factors.

Variable	Reference	Symbol	Value	Unit
PM_{10} particle size multiplier	EPA AP-42 Table 11.9-1	k	0.6	--
$PM_{2.5}$ particle size multiplier	EPA AP-42 Table 11.9-1	k	0.031	--
Mean vehicle speed	EPA AP-42 Table 11.9-1	S	7.1	miles/hour
Grading		PM_{10}:	1.543	lb/mile
		$PM_{2.5}$:	0.167	lb/mile

$$Ef_{PM_{10}} = k \times 0.051 \times (S)^{2.0}$$

$$Ef_{PM_{2.5}} = k \times 0.040 \times (S)^{2.5}$$

Source: U.S. Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors* (AP-42), Section 11.9 Western Surface Coal Mining, Table 11.9-1.

Per the CalEEMod User's Guide 2022, Appendix C, Section 4.4.1, AP-42 default values are used for k and S.

Bulldozing Emission Factors

Variable	Reference	Symbol	Value	Unit
PM_{10} particle size multiplier	EPA AP-42 Table 11.9-1	k	0.75	--
$PM_{2.5}$ particle size multiplier	EPA AP-42 Table 11.9-1	k	0.105	--
Silt content (overburden)	EPA AP-42 Table 11.9-1	s	6.9	%
Moisture content (overburden)	EPA AP-42 Table 11.9-1	M	7.9	%
Bulldozing		PM_{10}:	0.753	lb/hour
		$PM_{2.5}$:	0.414	lb/hour

$$Ef_{PM_{10}} = k \times \frac{1.0 \times (s)^{1.5}}{(M)^{1.4}}$$

$$Ef_{PM_{2.5}} = k \times \frac{5.7 \times (s)^{1.2}}{(M)^{1.3}}$$

Source: U.S. Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors* (AP-42), Section 11.9 Western Surface Coal Mining, Table 11.9-1.

Per the CalEEMod User's Guide 2022, Appendix C, Section 4.4.2, AP-42 default values are used for k and the AP-42 default values for overburden are used for s and M.

Material Handling (Truck Loading/Unloading) Emission Factors.

Variable	Reference	Symbol	Value	Unit
PM_{10} particle size multiplier	EPA AP-42 Table 13.2.4-1	k	0.35	--
$PM_{2.5}$ particle size multiplier	EPA AP-42 Table 13.2.4-1	k	0.053	--
Mean wind speed	CalEEMod 2011.1.1 default	U	5.15	miles/hour
Moisture content (cover)	EPA AP-42 Table 13.2.4-1	M	12	%
Material Handling		PM_{10}:	9.46E-05	lb/ton
		$PM_{2.5}$:	1.43E-05	lb/ton

$$Ef = k \times 0.0032 \times \frac{\left(\frac{U}{5}\right)^{1.3}}{\left(\frac{M}{2}\right)^{1.4}}$$

Source: U.S. Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors* (AP-42), Section 13.2.4 Aggregate Handling And Storage Piles, Equation 1.
Per the CalEEMod User's Guide 2022, Appendix C, Section 4.4.3, AP-42 values are used for k and the M values comes from the AP-42 default for municipal solid waste landfill cover.
Per CalEEMod User's Guide 2022, Appendix G (Default Data Tables), Table 1.1 (Average Annual Wind speed by Station), a mean wind speed of 2.3 meters/second (m/s) is used for Long Beach.
Conversion factors to convert 2.3 m/s to miles/hour:
1,609.3 meters/mile
60 seconds/minute
60 minutes/hour

Demolition Debris Handling (Mechanical Dismemberment/Truck Loading) Emission Factors.

Variable	Reference	Symbol	Value	Unit
PM_{10} particle size multiplier	EPA AP-42 Table 13.2.4-1	k	0.35	--
$PM_{2.5}$ particle size multiplier	EPA AP-42 Table 13.2.4-1	k	0.053	--
Mean wind speed	CalEEMod 2011.1.1 default	U	2.30	miles/hour
Moisture content	EPA AP-42 Table 13.2.4-1	M	2	%
Demolition Debris Handling		PM_{10}:	4.08E-04	lb/ton
		$PM_{2.5}$:	6.18E-05	lb/ton

$$Ef = k \times 0.0032 \times \frac{\left(\frac{U}{5}\right)^{1.3}}{\left(\frac{M}{2}\right)^{1.4}}$$

Source: U.S. Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors* (AP-42), Section 13.2.4 Aggregate Handling And Storage Piles, Equation 1.
The CalEEMod User's Guide 2022, Appendix C, Section 4.5 recommends the AP-42 equation be used for mechanical dismemberment, using the default wind speed for the project (2.3 m/s above) and a moisture content of 2 percent.
AP-42 Section 13.2.3 (Heavy Construction Operations) Table 13.2.3-1 (Recommended Emission Factors for Construction Operations) also recommends the emission equation from AP-42 Section 13.2.4 be used for loading of construction debris into trucks.

Table A-5 Asphalt Paving Offgassing Emissions

Component	Paved Acres	POC Emission Factor	POC Emissions (Tons)
Access Road to rail spur			
Total Emissions (Tons)		2.62 lb/acre	0.000
Average Daily Emissions (Pounds/Day)			0.000

Notes:

This project does not propose to conduct any paving activities.

1. Source for the ROG emission factor: CalEEMod User's Guide 2022, Appendix C, Section 4.9 (Paved Area Screen).
2. Average daily emissions are calculated by assuming:
   32 week construction period
   5 construction work days/week

3. Conversion factors:
   2,000 pounds/ton
   43,560 square feet/acre
   5,280 feet/mile
   24 feet wide roadway

Table A-6 Architectural Coating Offgassing Emissions

Component	Volume Coating Applied	POC Coating Limit	POC Emission Factor	POC Emissions (Tons)
Industrial Surfaces				
Final Coat		250 grams/liter	2.09 lb/gallon	0.00
Total Emissions (Tons)				**0.00**
Average Daily Emissions (Pounds/Day)				**0.00**

Notes:

This project does not propose to conduct any coating activies.

1. Source for VOC coating limit: San Joaquin Valley Air Pollution Control District Rule 4601 (Architectural Coatings), Table 1 VOC Content Limits for Coatings, for Industrial Maintenance Coatings (Amended 4/16/20).

2. ROG emission factor calculated per CalEEMod User's Guide 2022, Appendix C, Section 4.8 (Architectural Coatings Screen):

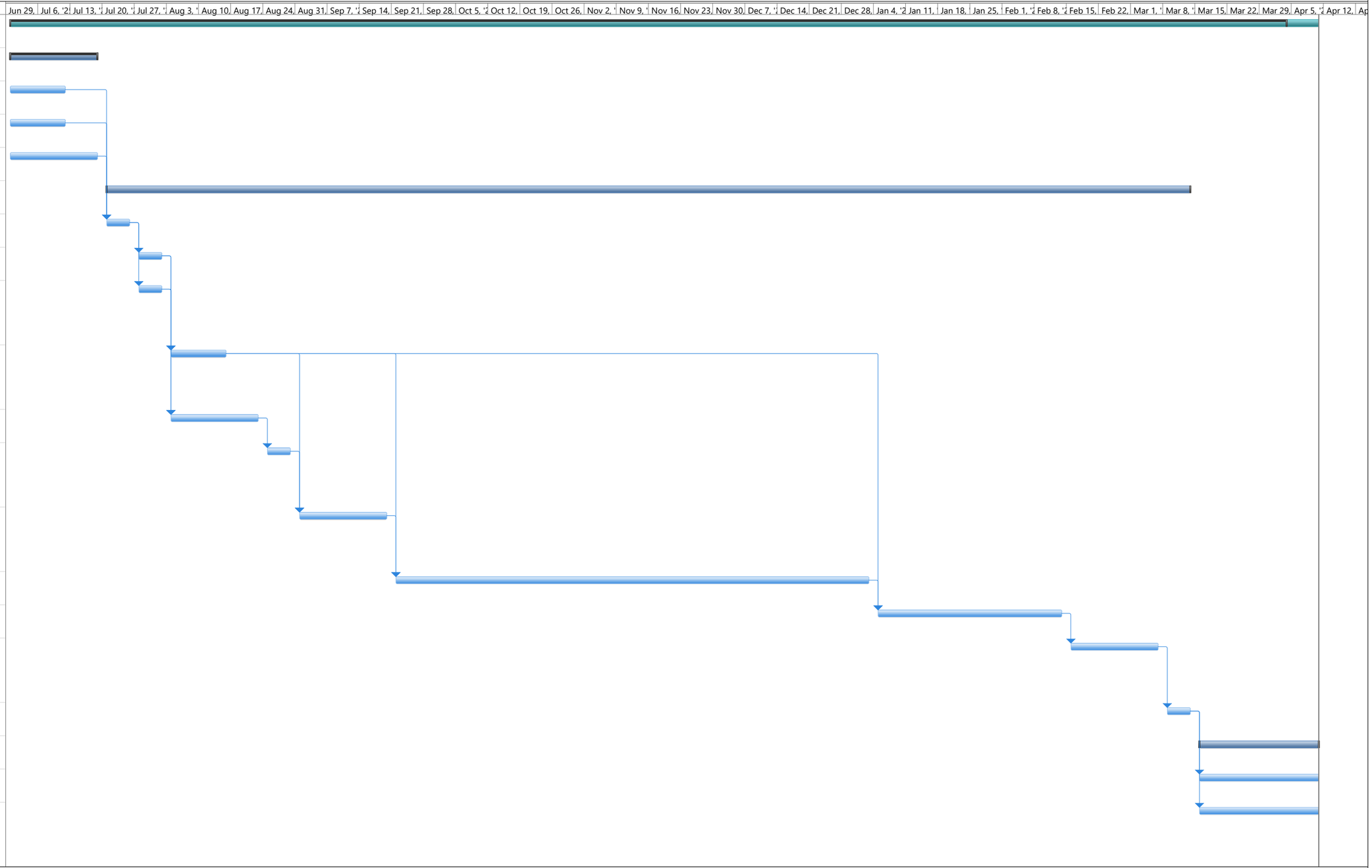
   E_{FAC} = Coating VOC Limit (grams/liter) × 1/453.59 grams/pound × 3.785 liters/gallon × 1 gallon/180 sq. ft.
   E_{FAC} is multiplied by 1,000 to produce an emission factor in pounds per 1,000 square feet.

3. Average daily emissions are calculated by assuming:
   32 week construction period
   5 construction work days/week

4. Conversion factors:
   2,000 pounds/ton

Draft Gold Bond Demolition Preliminary Schedule
December 23, 2024

ID	Task Name	Duration
1	**Gold Bond POLB**	**200 days**
2	**Preconstruction**	**15 days**
3	Generate Submittals	10 days
4	Preconstruction Survey	10 days
5	Permitting	15 days
6	**Demolition**	**170 days**
7	Mobilization	5 days
8	Install BMPS	5 days
9	Install Temporary Facilities	5 days
10	Abandon Existing Underground Utilities	10 days
11	Asbestos Abatement	15 days
12	Remove & Dispose Universal Waste	5 days
13	Office Building Demolition	15 days
14	Facility Demolition	75 days
15	Hardscape Demolition	30 days
16	Import Soil and Rough Grading	15 days
17	Demobilization	5 days
18	**Contract Close-Out**	**20 days**
19	As-built Survey	20 days
20	Close-Out Documentation	20 days



Project: Gold Draft Demo Sched
Date: Mon 12/23/24

Task	Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	Manual Progress	
Split	Project Summary	Inactive Summary	Manual Summary Rollup	Finish-only	Deadline		
Milestone	Inactive Task	Manual Task	Manual Summary	External Tasks	Progress		

Appendix C

Phase I Environmental Site Assessment

FINAL
Phase I Environmental Site Assessment
of the
Gold Bond Facility
1850 Pier B Street, Long Beach, California

May 14, 2025

117-GAR-0241711-25.11

Prepared for:

The Port of Long Beach
415 W. Ocean Boulevard
Long Beach, CA 90802

Prepared by:

Tetra Tech, Inc.
3475 East Foothill Boulevard
Pasadena, California 91107

Cari Ferrell, P.E.
Senior Engineer

Heather Benfield, P.E.
Program Manager

TABLE OF CONTENTS

SECTION **PAGE**

1. INTRODUCTION 1
1.1 Purpose and Scope of Services 1
1.2 Significant Assumptions, Limitations, and Exceptions 2
1.2.1 Significant Assumptions 2
1.2.2 Limitations and Exceptions 2
1.3 User Reliance 3
1.4 Report Organization 3
2. BACKGROUND 4
2.1 Site Location and Legal Description 4
2.2 Current Site Uses 4
2.3 Description of Structures, Roads, and Other Site Improvements 4
2.4 Regional and Site Geology and Hydrogeology 4
2.4.1 Regional and Site Geology 4
2.4.2 Regional and Site Hydrogeology 5
3. USER PROVIDED INFORMATION 6
3.1 Land Title and Judicial Records for Environmental Liens of Activity and Use Limitations (AULs) 6
3.2 Commonly Known or Reasonably Ascertainable Information 6
3.3 Specialized Knowledge or Experience 6
3.4 Actual Knowledge 6
3.5 Valuation Reduction for Environmental Issues 6
3.6 Reasons for Phase I ESA Performance 6
4. RECORDS REVIEW 7
4.1 Standard Environmental Record Sources (EDR Lightbox) 7
4.1.1 Federal Regulatory Records 9
4.1.2 State, Tribal, and EDR Proprietary Records 9
4.1.3 Other EDR Lightbox Findings 10
4.2 Additional Environmental Record Sources 10
4.2.1 California Environmental Protection Agency (CalEPA), Department of Toxic Substances Control (DTSC) 12
4.2.2 California Geologic Energy Management Division (CalGEM) 13
4.2.3 Los Angeles Regional Water Quality Control Board (LARWQCB) 14

4.2.4 South Coast Air Quality Management District (SCAQMD) 15
4.2.5 City of Long Beach Fire Department (LBFD) – CUPA 15
4.2.6 City of Long Beach Health and Human Services (LBHHS) 15
4.2.7 City of Long Beach Public Works (LBPW) 15
4.2.8 City of Long Beach Community Development Department 15
4.2.9 Other Sources 16
4.3 Historical Site Uses 16
4.3.1 Prior Site Tenants and Usage 16
4.3.2 Prior Uses of Site and Surrounding Properties 16
4.4 Previous Environmental Investigations 17
5. SITE RECONNAISSANCE 20
5.1 Site Features and Exterior Observations 20
5.2 Building Observations 20
5.2.1 Office Building 20
5.2.2 Warehouse 21
5.2.3 Guard Building 21
5.2.4 Materials Storage Dome 21
5.2.5 Hazardous Waste Storage 22
5.3 Storage Tanks / Silos 22
5.4 Hazardous Material Usage and Storage 22
5.5 Hazardous Waste Management 22
5.6 Solid Waste Management 22
5.7 Asbestos-Containing Materials 23
5.8 Polychlorinated Biphenyl (PCB)-Containing Equipment/Materials 23
5.9 Mercury 23
5.10 Water, Wastewater, and Storm Water 23
5.10.1 Water Supply 23
5.10.2 Wastewater 23
5.10.3 Stormwater 23
5.11 Air Emissions 23
5.12 Current Uses of Adjoining Properties 23
5.12.1 Baker Cold Storage / Former J. H. Baxter & Company (1710 Pier B Street) 24
5.12.2 Toyota Logistics Services (785 Edison Avenue) 25
5.12.3 Petro-Diamond, Inc. (1920 Lugger Way) 25

6. INTERVIEWS 27
6.1 Interview with Site Manager/Owner 27
6.2 Interview with Existing Site Tenant(s) 27
6.3 Interview with Past Owners, Tenants, Operators, and Occupants 27
6.4 Interview with Others 27
7. ADDITIONAL (NON-ASTM STANDARD) SERVICES 28
7.1 Surface Water and Wetlands 28
8. PHASE I ESA FINDINGS, OPINIONS, AND CONCLUSIONS 29
9. ENVIRONMENTAL PROFESSIONALS 32
9.1 Signatures of Environmental Professionals 32
9.2 Qualifications of Environmental Professionals 32
10. REFERENCES 33

LIST OF FIGURES

Figure 1	Site Vicinity Map
Figure 2	Site Plan
Figure 3a	Site Features and Observations, West Portion of Storage Dome and Adjacent Areas
Figure 3b	Site Features and Observations, Southwest Portion of Warehouse and Adjacent Areas
Figure 3c	Site Features and Observations, Northwest Portion of Warehouse and Adjacent Areas
Figure 3d	Site Features and Observations, Office Building and Adjacent Areas
Figure 3e	Site Features and Observations, East Portion of Storage Dome and Adjacent Areas
Figure 3f	Site Features and Observations, Southeast Portion of Warehouse and Adjacent Areas
Figure 3g	Site Features and Observations, Northeast Portion of Warehouse and Adjacent Areas
Figure 3h	Site Features and Observations, Storage Yard and Adjacent Areas
Figure 3i	Site Features and Observations, Office Building Details – Basement
Figure 3j	Site Features and Observations, Office Building Details – First Floor
Figure 3k	Site Features and Observations, Office Building Details – Second Floor

LIST OF TABLES

Table A	Summary of EDR Lightbox Database Findings	7
Table B	Summary of Records Requests	11
Table C	Summary of Site History	16
Table D	Summary of Adjoining Properties Features and Usage	24

LIST OF APPENDICES

Appendix A	Environmental Database Records
Appendix B	Additional Relevant Documentation
B-1	User Provided Documentation
B-2	DTSC Documentation
B-3	CalGEM Documentation
B-4	LARWQCB Documentation
B-5	SCAQMD Documentation
B-6	City of Long Beach Documentation
Appendix C	Historical Aerial Photographs, Topographic Maps

Appendix D Site Photographs
D-1 Office Building
D-2 Warehouse
D-3 Board Plant
D-4 Mill Building
D-5 Former Plaster Area
D-6 Outside Areas
D-7 Adjacent Areas
Appendix E Interview Questionnaires
Appendix F Resumes
Appendix G Phase I ESA Shelf Life Summary

ABBREVIATIONS AND ACRONYMS

ACA	ammoniacal copper arsenate
ACM	asbestos-containing material
ACZA	ammoniacal copper zinc arsenate
AIN	assessor's identification number
API	American Petroleum Institute
AST	aboveground storage tank
ASTM	ASTM International
AUL	activity and use limitation
Baker	Baker Cold Storage
Baxter	J.H. Baxter & Company
BTEX	benzene, toluene, ethylbenzene, and xylene
CalEPA	California Environmental Protection Agency
CalGEM	California Geologic Energy Management Division
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERS	California Environmental Reporting System
CESQG	conditionally exempt small quantity generator
CFR	Code of Federal Regulations
CHMIRS	California Hazardous Material Incident Report System
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
cREC	controlled recognized environmental condition
CUPA	Certified Unified Program Agency
CZC	chromate zinc chloride
DOD	Department of Defense
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
Edison	Southern California Edison
EDR	Environmental Data Resources
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
FINDS	Facility Information Details
FUDS	Formerly Used Defense Sites
Gold Bond	Gold Bond Building Products, LLC
HMIRS	Hazardous Material Incident Report System
HMS	Hazardous Materials Division
hREC	historical recognized environmental condition
IC/EC	Institutional Control/Engineering Control
LACDPW	Los Angeles County Department of Public Works
LARWQCB	Los Angeles Regional Water Quality Control Board
LBDS	City of Long Beach Development Services
LBFD	City of Long Beach Fire Department
LBHHS	City of Long Beach Health and Human Services
LBP	lead-based paint
LNAPL	light non-aqueous phase liquid
LQG	large quantity generator
LUST	leaking underground storage tank
mg/kg	milligrams per kilogram
µg/L	micrograms per liter

ABBREVIATIONS AND ACRONYMS CONT.

MGP	Manufactured Gas Plants
msl	mean sea level
NFRAP	No Further Remedial Action Planned Sites
NOT	notice of termination
NOV	Notice of Violation
NPL	National Priorities List
NPMS	National Pipeline Mapping System
ODI	Open Dump Inventory
PAH	polycyclic aromatic hydrocarbon
PCB	polychlorinated biphenyl
pCi/L	picoCuries per liter
PCP	pentachlorophenol
PDI	Petro-Diamond, Inc.
PEA	preliminary endangerment assessment
Port or POLB	Port of Long Beach
PRG	Preliminary Remediation Goal
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
ROD	Record of Decision
SCAQMD	South Coast Air Quality Management District
SEMS	Superfund Enterprise Management System
SFHA	Special Flood Hazard Area
SLIC	Spills, Leaks, Investigation, and Cleanup
SMARTS	Stormwater Multiple Application and Report Tracking System
SOW	scope of work
SQG	small quantity generator
SWAT	Solid Waste Assessment Test
SWEEPS	Statewide Environmental Evaluation and Planning System
SWF/LF	solid waste facility/landfill
SWPPP	Stormwater Pollution Prevention Plan
Tetra Tech	Tetra Tech Inc.
TLS	Toyota Logistics Services
TPH	total petroleum hydrocarbon
TSD	Treatment, Storage and Disposal Facilities
USEPA	United States Environmental Protection Agency
UST	underground storage tank
VCA	voluntary cleanup agreement
VCP	Voluntary Cleanup Program
VOC	volatile organic compound
WMUDS	Waste Management Unit Database System

1. INTRODUCTION

On behalf of the City of Long Beach Harbor Department, also known as the Port of Long Beach (the "Port"), Tetra Tech, Inc. (Tetra Tech) has conducted a Phase I Environmental Site Assessment (ESA) of the subject property designated as the facility located at 1850 Pier B Street in the City of Long Beach, California (the "Site"). The Site includes the following current and historical addresses and Los Angeles County Assessor Identification Numbers (AINs):

- 1850 Pier B Street, 1850 West 8th Street (AIN 7436-033-902)

The Site is approximately 17.5 acres in size and is owned by Port of Long Beach. The location of the Site and the Site vicinity are shown on Figure 1.

The Phase I ESA included a visual reconnaissance of the Site, visual inspection of the surrounding properties, review of historical ownership and use, review of regulatory listings, and interviews with person(s) knowledgeable of the Site. This assessment was conducted in accordance with the ASTM International (ASTM) Standard Practice E1527-21 document entitled, "Standard Practice for Environmental Assessments: Phase I Environmental Site Assessment Process" (ASTM, 2021).

1.1 Purpose and Scope of Services

The primary purpose of the Phase I ESA was to identify any recognized environmental conditions (RECs), controlled RECs (cRECs), and/or historical RECs (hRECs). ASTM defines RECs as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or material threat of a release into structures on the property or into the ground, groundwater, or surface water of the property. ASTM defines cRECs as condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations and other property use limitations

The scope of work (SOW) for the Phase I ESA included:

- Site Reconnaissance
  - Visual inspection of the Site to identify potential for onsite hazardous material release(s)
  - Visual inspection and categorization of the use of abutting and adjacent properties
- Historical Data Research and File Review
  - Review of readily available Federal and State regulatory records and publications for environmental activities related to the Site and potential offsite sources of hazardous material impacts
  - Review of proprietary records maintained by Environmental Data Resources (EDR) Lightbox
  - Review of readily available historic Site documents to assess potential onsite sources of hazardous material impacts
  - Review of readily available aerial photos and topographic maps of the Site and Site vicinity to evaluate present and historical development
- Preparing this Phase I ESA Report

The federal records reviewed include the following:

- National Priorities List (NPL)

- Delisted NPL
- Superfund Enterprise Management System (SEMS; formerly the Comprehensive Environmental Response, Compensation and Liability Information System [CERCLIS])
- SEMS Archive (formerly the CERCLIS No Further Remedial Action Planned Sites [NFRAP])
- Corrective Action Treatment, Storage, and Disposal Facilities (CORRACTS)
- Treatment, Storage, and Disposal (TSD) facilities
- Generators (large quantity [LQG], small quantity [SQG], and conditionally exempt small quantity [CESQG])
- Institutional/Engineering control registries
- Emergency Response Notification System (ERNS)
- Brownfields

The state records reviewed include the following:

- Equivalent NPL (RESPONSE, Envirostor)
- Landfill and/or solid waste disposal (SWF/LF)
- Leaking storage tank lists (Leaking Underground Storage Tank [LUST], INDIAN LUST)
- Spills, Leaks, Investigation, and Cleanup (SLIC)
- Registered storage tank lists (underground storage tank [UST], aboveground storage tank [AST], INDIAN UST, UST)
- Voluntary cleanup program (VCP)

A complete listing of reviewed records is included in the EDR Lightbox report in Appendix A.

1.2 Significant Assumptions, Limitations, and Exceptions

1.2.1 Significant Assumptions

No other significant assumptions were made while conducting this Phase I ESA aside from the following:

- Information provided by others to Tetra Tech is assumed to be accurate and complete. Where provided, Tetra Tech has made reasonable inquiry into the accuracy of such information. Unless such inquiry indicated otherwise, the information was considered to be accurate and complete. As described below, there are limitations and exceptions to this assumption.

1.2.2 Limitations and Exceptions

Tetra Tech did not significantly deviate from the scope and limitations set forth in the ASTM Standard Practice E1527-21 document (ASTM, 2021).

Observations on potential asbestos-containing materials (ACM), suspect lead-based paint (LBP), and mold conditions or water damage were excluded from this Phase I ESA.

Our professional services have been performed and our findings obtained and prepared in accordance with customary principles and practices in the fields of environmental science and engineering. Tetra Tech is not responsible for the independent conclusions, opinions, or recommendations made by others based on the records review and Site reconnaissance presented in this Phase I ESA.

It should be noted that all surficial environmental assessments are inherently limited in the sense that conclusions are drawn from information obtained from limited research and Site evaluation. Subsurface conditions may differ from the conditions implied by the surficial observations. Additionally, the passage of time may result in a change in the environmental characteristics at this Site and surrounding properties. This report does not warrant against future operations or conditions, nor does this report warrant operations or conditions present of a type or at a location not investigated. This report is not a regulatory compliance audit.

Certain information contained in this report may have been rightfully provided to Tetra Tech by third parties or other outside sources. Where provided, Tetra Tech has made reasonable inquiry into the accuracy of such information. However, Tetra Tech does not make any warranties or representations, whether expressed or implied, regarding the accuracy of such information, and shall not be held accountable or responsible in the event that any such inaccuracies are present.

1.3 User Reliance

It is Tetra Tech's understanding that the Phase I ESA is being requested as part of due diligence by the Port to support a lease termination between the current tenant and POLB. This report is to be used exclusively by the Port.

1.4 Report Organization

The report is organized into the following sections:

- Section 1 – Introduction: provides an overview of the assessment and a statement of the objectives and SOW.
- Section 2 – Background: provides descriptions of the Site, current tenants, operations, and chemical usage, regional and Site geology, and regional and Site hydrogeology.
- Section 3 – User Provided Information: provides a summary of information provided by the Port.
- Section 4 – Records Review: provides a summary of the records and information reviewed during the preparation of this Phase I ESA including historical Site facilities, operations, and chemical usage.
- Section 5 – Site Reconnaissance: provides the general Site setting and a summary of Site observations including storage tanks, hazardous materials usage, solid waste management, hazardous waste management, water, wastewater, and storm water information, air emissions, and other Site-specific environmental issues.
- Section 6 – Interviews: provides a summary of any interviews conducted by Tetra Tech during the Phase I ESA Site reconnaissance.
- Section 7 – Additional (Non-ASTM Standard) Services: provides a summary of additional information obtained during preparation of this Phase I ESA.
- Section 8 – Phase I ESA Findings, Opinions, and Conclusions: provides a summary of the findings, opinions, and conclusions.
- Section 9 – Environmental Professionals: provides the signatures and qualifications of the environmental professionals who conducted and prepared this Phase I ESA report.
- Section 10 – References: lists applicable references used in preparing this Phase I ESA report.

2. BACKGROUND

2.1 Site Location and Legal Description

The Site consists of approximately 17.5 acres in Los Angeles County within the City of Long Beach, California and is in a commercial/industrial area within Port property. The Site includes the following addresses:

- 1850 Pier B Street (current)
- 1850 West 8th Street (historical)

The parcel is owned by City of Long Beach Harbor Department who currently leases the properties to Gold Bond Building Products, LLC (Gold Bond). The Site is bounded to the north by Pier B Street and the rail corridor, to the east by the Baker Cold Storage (Baker) facility, to the west by Edison Avenue, Toyota Logistics Services (TLS) facility, and Petro-Diamond, Inc. (PDI) facility, and to the south by Channel 2 of the Inner Harbor. The Site boundary was provided by the Port and is indicated on Figure 2.

The location of the Site is depicted on the Long Beach Topographic Quadrangle. The topography of the Site is relatively flat with an elevation of approximately 14 feet above mean sea level (msl). There are oil production facilities and wells throughout the Site vicinity, as well as other commercial/industrial facilities. The Site is located within the Wilmington Oil Field.

2.2 Current Site Uses

The Site is occupied by Gold Bond and is used for gypsum board manufacturing operations. The operations include manufacturing of interior finishing products and joint compound.

Additional information on Site usage identified during the Site reconnaissance is provided in *Section 5*.

2.3 Description of Structures, Roads, and Other Site Improvements

The Site structures include a two-story office building with a basement, a product warehouse and manufacturing building including a multi-story mill building, a raw material storage dome, and supporting facilities and equipment. The ground surface improvements include a combination of asphalt and concrete-pavement on the exterior of the building, concrete flooring on the interior of the warehouse, and a mix of concrete, tile, and carpet on the interior of the office building. Other Site improvements include paving, traffic bollards, interior and exterior lighting, and utilities.

Utility service providers for the Site are as follows:

- Water: Long Beach Water Department
- Sewer: Long Beach Utilities
- Gas: Long Beach Energy Resources
- Electricity: Southern California Edison (Edison)

2.4 Regional and Site Geology and Hydrogeology

2.4.1 Regional and Site Geology

The Site is located on the southern portion of the Los Angeles Coastal Plain, adjacent to the Los Angeles River. The Coastal Plain is bound to the north by the Santa Monica and San Gabriel Mountains, to the east by the Puente Hills, and to the south and west by the Pacific Ocean (California Department of Water Resources [DWR], 1961). The topography of the Site is relatively flat and the elevations in the area are approximately 14 feet above msl.

The Site is underlain by Quaternary young alluvium (Qya_2), consisting of soft clay, silt, silty sand, and sand with interbedded littoral and estuary deposits, to a depth of approximately 200 feet below ground surface (bgs). The recent deposits are underlain by unconsolidated and semi-consolidated sediments of the Pleistocene age Lakewood and San Pedro Formations, and Pliocene age Pico Formation. Beneath these unconsolidated and semi-consolidated sediments are consolidated sediments of middle to lower Tertiary age, which are in turn underlain by crystalline basement rocks of pre-Tertiary age (DWR, 1961; Saucedo, 2016; SHZ Report, 1998).

Folding and associated faulting have formed the dominant northwest trending structural features in the Los Angeles Coast Plain. The major structural feature in the area is the Newport-Inglewood fault zone, which forms the eastern boundary of the sub-basin and is a partial barrier to groundwater movement in the area. This zone is marked by thinning, folding and offsetting of the aquifers. Southeast of Signal Hill, the Cherry Hill and Reservoir Hill faults of this zone act as barriers to groundwater movement in all aquifers (DWR, 1961). The Avalon-Compton fault acts as a barrier below the Lynwood aquifer. The Rosecrans and Dominguez anticlines appear to act as partial barriers to groundwater movement (DWR, 1961).

The surface lithology at the Site consists of engineered fill.

2.4.2 Regional and Site Hydrogeology

The Site is located in the southern portion of the West Coast Basin, east of the Palos Verdes Hills. The West Coast Subbasin of the Coastal Plain of Los Angeles Basin is adjudicated and commonly referred to as the "West Coast Basin." It is bounded on the north by the Ballona Escarpment, an abandoned erosional channel from the Los Angeles River. On the east it is bounded by the Newport-Inglewood fault zone, and on the south and west by the Pacific Ocean and consolidated rocks of the Palos Verdes Hills (DWR, 2003). The surface of the subbasin is crossed in the south by the Los Angeles River through the Dominguez Gap, and the San Gabriel River through the Alamitos Gap, both of which then flow into San Pedro Bay. Average precipitation throughout the subbasin is 12 to 14 inches (DWR, 2003), except during drought years or during recent years (2023-2024) with significant rain. The Long Beach airport weather station recorded 11.6 inches of rain for the month of February 2024.

Historical groundwater levels at the adjacent facility are recorded between approximately 2 to 14 feet bgs (see *Section 4.2.3*). Based upon the Los Angeles Regional Water Quality Control Board (LARWQCB) Resolution 98-18 and the LARWQCB Basin Plan (Figure 2-15), the groundwater beneath the Site does not have the municipal and domestic water supply (MUN) beneficial use designation and, therefore, is not required to meet drinking water quality standards.

3. USER PROVIDED INFORMATION

3.1 Land Title and Judicial Records for Environmental Liens of Activity and Use Limitations (AULs)

The property owner was identified by the Port as City of Long Beach. Oil and gas leases are applicable to land lying below a depth of 500 feet from the ground surface. No other information regarding environmental liens or AULs was provided to Tetra Tech by the Port. Tetra Tech did not conduct an environmental lien and AUL search.

3.2 Commonly Known or Reasonably Ascertainable Information

The Port provided Tetra Tech with the Site boundaries and the previous Phase I ESA for the Site which were utilized for this Phase I ESA. Information obtained from the Phase I ESA is detailed in *Section 4.4*. No other commonly known or reasonably ascertainable information for the Site was provided to Tetra Tech by the Port.

3.3 Specialized Knowledge or Experience

The Port provided a copy of legal documents including a Consent Decree with the Los Angeles Waterkeeper regarding discharges containing zinc, iron, and total suspended solids at concentrations exceeding the California's General Permit for Stormwater Discharges Associated with Industrial Activities (General Permit) numeric action levels. The Consent Decree will terminate upon the LARWQCB's approval of a Notice of Termination of coverage.

Additionally, the Port provided historical Site design and as-built drawings including the following:

- 1964 National Gypsum plot plan drawings showing "future oil tanks" located east of the board plant and south of the substation.
- 1977 Gold Bond fuel conversion - oil storage tank drawings showing 25,000 gallon tank east of the board plant and south of the substation.
- 1981 Tank relocation and installation drawings showing previous and updated location of latex and benzoflex tanks on south side of warehouse.
- 1985 Gold Bond lease area map and legal description showing the oil tanks east of the board plant and south of the substation.

No other specialized knowledge or experience with respect to the Site was provided to Tetra Tech by the Port.

3.4 Actual Knowledge

No actual knowledge or experience with respect to the Site was provided to Tetra Tech by the Port except for the information described in *Sections 3.2 and 3.3*.

3.5 Valuation Reduction for Environmental Issues

No information indicative of a valuation reduction for environmental issues with respect to the Site was provided to Tetra Tech by the Port.

3.6 Reasons for Phase I ESA Performance

This Phase I ESA was requested by the Port to identify RECs as part of the Port's due diligence for termination of the existing lease.

4. RECORDS REVIEW

4.1 Standard Environmental Record Sources (EDR Lightbox)

Tetra Tech procured and reviewed a computer-generated database report from EDR Lightbox. The complete EDR Lightbox report is provided in Appendix A. A review of databases and files from federal, state, and local environmental regulatory agencies was conducted to identify use, generation, storage, treatment or disposal of hazardous materials and chemicals, and release incidents of such materials which may impact the Site. Additional Federal and State databases were also reviewed. Please refer to the EDR Lightbox report for a detailed listing of all databases.

A summary of the EDR Lightbox database information is provided in Table A below.

Table A. Summary of EDR Lightbox Database Findings

Databases	Target Property	Surrounding Properties at ASTM Search Distance
FEDERAL		
Federal NPL and Delisted NPL site list		
NPL	No	No
Proposed NPL	No	No
NPL LIENS	No	No
Delisted NPL	No	No
Federal SEMS list		
Superfund Enterprise Management System (SEMS)	No	No
SEMS Archive	No	Yes (7)
Federal Resource Conservation and Recovery Act (RCRA) CORRACTS facilities list		
CORRACTS	No	Yes (7)
Federal RCRA non-CORRACTS TSD facilities list		
RCRA TSD Facilities	No	No
Federal RCRA generators list		
RCRA – LQG	No	Yes (3)
RCRA– SQG	Yes (1)	Yes (4)
RCRA– VSQG	No	No
Institutional Control/Engineering Control (IC/EC)		
LUCIS	No	No
US Engineering Controls	No	No
US Institutional Control	No	No
Federal ERNS list		
ERNS	No	N/A
CALIFORNIA STATE AND TRIBAL		
State- and tribal - equivalent NPL		
Response	No	Yes (3)
Envirostor	No	Yes (33)
State and tribal landfill and/or solid waste disposal site lists		
Solid Waste Information System (SWF/LF)	No	Yes (1)
State and tribal leaking storage tank lists		
CA LUST	No	Yes (22)
CA CPS-SLIC	No	Yes (15)

Databases	Target Property	Surrounding Properties at ASTM Search Distance
Indian LUST	No	No
State and tribal registered storage tank lists		
Federal Emergency Management Agency (FEMA) UST	No	No
CA UST	Yes (1)	Yes (27)
CA AST	No	Yes (2)
Indian UST	No	No
State and tribal voluntary cleanup sites		
CA VCP	No	Yes (2)
Indian VCP	No	No
State and tribal Brownfields sites		
CA Brownfields	No	No
ADDITIONAL ENVIRONMENTAL RECORDS		
Local Brownfield lists		
US Brownfields	No	No
Local Lists of Landfill / Solid Waste Disposal Sites		
Waste Management Unit Database System/Solid Waste Assessment Test (WMUDS/SWAT)	No	Yes (1)
CA Recycler Database (SWRCY)	No	No
CA HAULERS	Yes (1)	No
Indian Open Dump Inventory (ODI)	No	No
Local Lists of Hazardous waste / Contaminated Sites		
California Environmental Reporting System (CERS) Haz Waste	Yes (1)	Yes (11)
Toxic Pits	No	No
Local Lists of Registered Storage Tanks		
CA Statewide Environmental Evaluation and Planning System (SWEEPS) UST	Yes (1)	Yes (9)
CA Hist UST	No	Yes (9)
CA CERS Tanks	Yes (1)	Yes (3)
CA FID UST	Yes (1)	Yes (9)
Local Land Records		
CA LIENS	No	N/A
Deed Restriction Listing (DEED)	No	Yes (1)
Records of Emergency Release Reports		
Hazardous Material Incident Report System (HMIRS)	No	N/A
California Hazardous Material Incident Report System (CHMIRS)	No	N/A
Other Ascertainable Records		
RCRA NonGen / NLR	Yes (1)	Yes (24)
Formerly Used Defense Sites (FUDS)	No	No
Department of Defense (DOD)	No	No

Databases	Target Property	Surrounding Properties at ASTM Search Distance
Record of Decision (ROD)	No	No
ICIS	Yes (1)	N/A
US Aerometric Information Retrieval System (AIRS)	Yes (1)	N/A
Indian RESERV	No	No
Facility Information Details (FINDS)	Yes (1)	N/A
CA Cortese	No	Yes (19)
CA Certified Unified Program Agency (CUPA) listings	No	No
CA Drycleaners	No	No
CA HAZNET	Yes (1)	N/A
CA HWTS	Yes (1)	N/A
CA Hist Cortese	No	Yes (20)
Los Angeles Co. Hazardous Materials Division (HMS)	No	N/A
CA National Pollutant Discharge Elimination System (NPDES)	Yes (1)	N/A
CA Notify 65	No	Yes (3)
CA WIP	No	No
CA CERS	Yes (2)	
EDR High Risk Historical Records		
EDR Manufactured Gas Plants (MGP)	No	Yes (2)
EDR Historical Auto Stations	No	Yes (1)
EDR Historical Cleaners	No	No

Note: N/A = not applicable (searched for target property only)

4.1.1 Federal Regulatory Records

The Site was reported by EDR Lightbox to be listed on the Federal regulatory database RCRA-SQG as shown in the table above.

Surrounding facilities within the standard ASTM search distances were found on SEMS Archive, CORRACTS, RCRA LQG, and RCRA SQG federal databases.

4.1.2 State, Tribal, and EDR Proprietary Records

The Site was reported by EDR Lightbox to be listed on the CA SWEEPS UST, CA FID UST, CERS Tanks, CA HAULERS, CERS Haz Waste, CERS, CA HAZNET, CA HWTS, CA NPDES, ICIS, FINDS, and US AIRS databases. Refer to the EDR Lightbox report in Appendix A for complete information regarding the listings. The following addresses and key information for the Site were listed in the databases:

- CA SWEEPS UST, CA FID UST
  - Gold Bond Building Products – 1850 West 8th Street
  - Two (2) waste oil tanks active since 1985 with capacities of 12,000 and 20,000 gallons
- CERS Tanks, CERS Haz Waste
  - Gold Bond Building Products – 1850 Pier B Street
- CERS
  - Gold Bond Building Products – 1850 Pier B Street

  - National Gypsum Company – 1850 Pier B Street
- CA UST, CA HWTS, CA HAZNET, NPDES
  - National Gypsum Company – 1850 Pier B Street
  - Asbestos containing waste
  - NPDES Compliance Evaluation Inspection on January 27, 2020 resulted in improved best management practices (BMPs)
- ICIS, FINDS
  - Gold Bond Building Products – 1850 West 8th Street
- US AIRS
  - National Gypsum – 1850 Pier B Street
  - Title V permits and/or State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards beginning in 1977

Surrounding facilities within the standard ASTM search distances were found on Response, Envirostor, SWF/LF, CA LUST, CA CPS-SLIC, CA UST, CA AST, CA VCP, WMUDS/SWAT, CERS Haz Waste, CA SWEEPS UST, CA Hist UST, CA CERS Tanks, CA FID UST, DEED, RCRA NonGen / NLR, CA Cortese, CA Hist Cortese, EDR MGP, and EDR Historical Auto Stations databases.

4.1.3 Other EDR Lightbox Findings

The following information was obtained from the EDR Lightbox report for the Site:

- There are 1,463 oil and gas wells within 1 mile of the Site. There were 48 wells within 1,000 feet of the Site including 14 active (6 oil and gas and 8 waterflood), two cancelled (waterflood), and one idle (oil and gas); the remainder are plugged. The closest active waterflood well is located onsite in the northern portion and the closest oil and gas well is located onsite in the southern portion.
- There are 302 water wells (monitoring or unknown type) located within 1 mile of the Site with 26 wells within 1,000 feet of the Site. There are no public water supply wells within 1 mile of the Site. Groundwater flow direction appears to be towards the north.
- The Site is within the 0.2% Annual Chance Flood Hazard Area (SFHA). A small portion of the Site on the eastern boundary is within the 1% Special Flood Hazard Area (100-year flood zone).
- The Site is within Radon Zone 2. The predicted average indoor radon screening levels for Zone 2 are between 2 to 4 picoCuries per liter (pCi/L).
- The current legal owner of the parcel is City of Long Beach Harbor Department. An environmental lien and AUL search was not included.

4.2 Additional Environmental Record Sources

Tetra Tech requested records for the Site utilizing the current facility addresses from local regulatory agencies and other sources as summarized in Table B below and described in detail in the following sections.

Table B. Summary of Records Requests

Source	Date Requested/ Accessed	Response Date	Summary of Record(s)
FEDERAL			
National Pipeline Mapping System (NPMS) (online database)	2/10/2025	N/A	Several pipelines were identified adjacent to the Site.
STATE			
California Geologic Energy Management Division (CalGEM) (online database)	2/10/2025	N/A	Plugged and active wells were identified as detailed in *Section 4.2.2*.
Department of Toxic Substances Control (DTSC), Chatsworth	2/21/2025	2/26/2025	No records were identified for the Site. Records provided for adjacent property at 1920 Luggar Way
DTSC, Cypress	2/21/2025	2/28/2025	No records were identified for the Site.
DTSC (EnviroStor database)	2/27/2025	N/A	No records were identified for the Site. Records for adjacent properties included voluntary cleanup agreements (VCAs) for a former MGP and for the former J.H. Baxter wood treatment facility as well as a tiered permit facility at 1920 Luggar Way.
DTSC (Hazardous Waste Tracking System)	2/27/2025	N/A	Two inactive handler profiles for the Site were identified. Inactive profiles were identified for neighboring properties.
REGIONAL			
LARWQCB	2/21/2025	3/3/2025	No records were provided for the Site. Records were identified as available digitally for adjacent facilities at 785 Edison Avenue, 756 Edison Avenue, and 1920 Luggar Way.
LARWQCB Geotracker (online database)	2/10/2025	N/A	No records were identified for the Site. Records for adjacent properties included a closed LUST case at 785 Edison Way, a closed LUST case at 756 Edison Way, a closed LUST case 785 Edison Avenue, and an open cleanup at 1920 Luggar Way
LARWQCB Stormwater Multiple Application and Report Tracking System (SMARTS)	2/21/2025	N/A	Records for the Site were identified as detailed in *Section 4.2.3*. Records for adjacent properties were identified at 2140 Pier B Street and 1710 Pier B Street.
SCAQMD FIND (online database)	3/6/2025	N/A	Records identified for the Site as detailed in *Section 4.2.4*. Permits were identified for adjacent facilities active and terminated construction permits and active industrial permits.

Source	Date Requested/ Accessed	Response Date	Summary of Record(s)
LOCAL			
City of Long Beach Health and Human Services	2/21/2025 and 2/25/2025	2/24/2025	No records were identified for the Site.
City of Long Beach Fire Department	2/21/2025	3/4/2025	No records were identified for the Site.
City of Long Beach Community Development Department	2/21/2025	3/10/2025	A site evaluation report for the proposed development was identified and provided (see Appendix D).
City of Long Beach Public Works	2/21/2025	3/11/2025	No records were identified for the Site.

4.2.1 California Environmental Protection Agency (CalEPA), Department of Toxic Substances Control (DTSC)

Tetra Tech requested records for the Site maintained by CalEPA DTSC (Cypress and Chatsworth regional offices) via emails. No records were identified for the Site; therefore, no in-person file reviews were requested. The following records were provided by the Chatsworth office for adjacent properties:

- Petro-Diamond Terminal Co. at 1920 Luggar Way
    - Complaint investigation dated September 31, 1996: Identified the facility as a storage and distribution facility for petroleum, diesel, and methyl tertiary butyl ether (MTBE) gasoline supplied by trucks or pipeline from ships. ASTs located onsite included three 100,000-barrel (4,200,000 gallons), two 50,000-barrel (2,100,000 gallons), three 20,000-barrel (840,000 gallons), and one 2,000-barrel (84,000 gallons) tanks.
    - DTSC correspondence
    - Facility notification form dated August 3,1993
    - Waste manifest for oil-water mix dated 1995

Additionally, DTSC's online resource, Envirostor, was reviewed and no records were found for the Site. The following records were identified associated with adjacent properties:

- Former Edison/Long Beach III MGP at the intersection of 8th Street (now Pier B Street) and Edison Avenue: Edison entered into a VCA in 1994. A preliminary endangerment assessment (PEA) was conducted. The former MGP was located where TLS operations are currently located at 785 Edison Avenue. The MGP operated from approximately 1908 to 1916 and was used as a gas works plant from 1916 to 1971. A portion of the former MGP facility was used to store petroleum coke from 1977 to 1981. The PEA identified polycyclic aromatic hydrocarbons (PAHs), diesel, and cyanide in some soil samples collected. Impacts to groundwater were not identified.

  The extents of the former MGP are under a land use covenant since 2004. Annual inspections and 5-year reviews are conducted.

- Baker Cold Storage/Former J.H. Baxter & Company (Baxter) facility located at 1710 Pier B Street: An initial screening of the property was conducted in 1989 and Baxter entered into a VCA with DTSC in 2002. The facility was formerly used as a wood treatment and production facility from 1924 to 2001 and is currently used for cold storage since 2012. Pentachlorophenol (PCP) manufacturing was conducted at the facility from 1955 to 1962. Investigations conducted at the facility identified impacts to soil and groundwater with PCP, dioxins/furans, and metals.

The grade of the facility was raised using clean import fill material and a multilayer asphaltic concrete cap was installed in areas with no building structures. Vapor mitigation measures were installed under the building structures. A land use covenant was recorded in 2020. The site is under DTSC oversight.

- Petro-Diamond Terminal Co. at 1920 Luggar Way: The facility is under a tiered permit and a Phase I verification was conducted in 1998. No documents for this facility were available.

The DTSC Hazardous Waste Tracking System was reviewed online. Two inactive handler profiles were identified for the Site under National Gypsum including CAC00291672 (expired June 7, 2018) and CAC003074463 (expired October 11, 2020). The following profiles (temporary and permanent) were identified for adjacent properties:

- The Port of Long Beach at 1722 Pier B Street Pump Station No. 23 (inactive)
- The Port of Long Beach at 785 Edison Avenue (inactive)
- Vehicles Processors Inc. at 785 Edison Avenue (inactive)
- Toyota Motor Sales USA Inc. at 785 Edison Avenue (inactive)
- Allied Automotive Group at 791 Edison Avenue (inactive)

4.2.2 California Geologic Energy Management Division (CalGEM)

Tetra Tech reviewed CalGEM's Well Finder. The Site is located within the jurisdictional boundaries of the Wilmington oil field. Five plugged wells and two active wells are located onsite:

- Well number 10-W is an active waterflood well located in the northeast corner of the Site with American Petroleum Institute (API) number 0403703549, operated by Tidelands Oil Production Co. It was operational as an oil and gas well in 1938 and was converted to a water injection well in 1989.
- Well number 101-W was an oil & gas well with API number 0403703206, operated by Mobil Oil Co. It was plugged and abandoned. It was operational by November 6, 1946 until its abandonment on June 24, 1964.
- Well number M608D was an oil & gas well with API number 0403703550, operated by Tidelands Oil Production Co. It was plugged and abandoned. It was operational by May 3, 1938 until its abandonment on November 16, 1996.
- Well number M619D was an oil & gas well with API number 0403703582, operated by Tidelands Oil Production Co. It was plugged and abandoned. It was operational by May 5, 1938 until its abandonment on June 24, 1964.
- Well number M620D was an oil & gas well with API number 0403703584, operated by Mobil Oil Co. It was plugged and abandoned. It was operational by November 30, 1946 until its abandonment on July 8, 1975.
- Well number M630D was an oil & gas well with API number 0403703590, operated by Mobil Oil Co. It was plugged and abandoned. It was operational by October 6, 1946 until its abandonment on August 20, 1960.
- Well number M631D is an active oil & gas well with API number 0403703591, operated by Tidelands Oil Production Co. It was operational by May 16, 1938.

4.2.3 Los Angeles Regional Water Quality Control Board (LARWQCB)

Tetra Tech requested records for the Site maintained by the LARWQCB via email. Records were identified for the Site and adjacent properties, but no in-person file review was conducted. Files for the Site including email correspondence and the adjacent Site at 1920 Luggar Way for the NPDES program were provided.

Additionally, Tetra Tech reviewed the online database GeoTracker for files related to the Site and adjacent properties. No records were identified associated with the Site. However, the following records were identified associated with adjacent properties:

- LUST cleanup site for Vehicle Processor, Inc. at 785 Edison Way (closed as of July 30, 1996) for UST containing solvents.
- LUST cleanup site for TLS at 785 Edison Avenue (closed as of July 1, 2015) for UST containing gasoline.
- LUST cleanup site for Toyota Terminal/Former Pasha at 756 Edison Avenue (closed as of July 18, 1996) for UST containing gasoline.
- Cleanup site for Petro Diamond Terminal Company at 1920 Luggar Way (open) for site cleanup associated with historical USTs. Remediation is ongoing with dual phase extraction conducted in December 2024.

Additionally, Tetra Tech reviewed the online database SMARTS for files related to the Site. The following records were found for the Site:

- An active industrial permit (2015-2024) for Gold Bond with the following records available:
    - Notice of Intent
    - Stormwater Pollution Prevention Plan (SWPPP) including revisions ranging from 2015 through 2023
    - Level 1 Technical Report dated December 21, 2016
    - Level 2 ERA Action Plans dated December 22, 2017 and December 27, 2018
    - Level 2 Technical Reports dated December 21, 2018, July 14, 2022, and July 15, 2024
    - Level 2 Exceedance Report dated July 9, 2019
- An active construction permit (2024) for Tidelands Oil Production Co. for Pier B on-dock rail support Phase 1a line removals which includes activities onsite and adjacent. The following records were available for this permit:
    - Notice of Intent
    - SWPPP dated June 25, 2024
    - Site map dated June 25, 2024

Records for adjacent facilities included the following:

- Terminated construction permit for TLS at 2140 Pier B Street
- Active industrial permit for Lineage Logistics at 1710 Pier B Street
- Terminated construction permit for Baker at 1710 Pier B Street

4.2.4 South Coast Air Quality Management District (SCAQMD)

Tetra Tech reviewed the SCAQMD FINDS database. Records were identified for the Site associated with Gold Bond and included the following:

- An equipment list including equipment used for paper conveying, baghouse, aggregate size classification, biofilter, lime and limestone blending, gypsum calcining, gypsum blending, clay blending, aggregate conveying, lime and limestone storage tank, dry filter, lime and limestone classification, lime and limestone packaging, minerals packaging, minerals size classification, gypsum conveying, lime and limestone conveying, bulk load and unload gypsum, gypsum size reduction, and gasoline storage and dispensing. The application dates for the equipment that was granted a permit to operate ranged from 1965 through 2022.
- Notices of violation (NOVs) ranging from 1998 through 2024.
- Notices to comply ranging from 1999 through 2023.
- Emissions data ranging from 2000 through 2023.
- Permits to operate for equipment listed above, NOVs, and facility RECLAIM/Title V permits.

Records were also identified for adjacent facilities including PDI at 1920 Luggar Way and TLS at 2140 Pier B Street.

4.2.5 City of Long Beach Fire Department (LBFD) – CUPA

Tetra Tech requested to review records for the Site maintained by LBFD as part of the CUPA via the city of Long Beach's online system. A follow up request was made regarding former clarifiers, USTs, and ASTs. Files provided include a facility inspection report and records for historical USTs. The UST records indicated that two USTs including a 12,000 gallon waste oil tank and a 20,000 gallon heat transfer tank were abandoned in-place (note that the records contained some variations in the tank details). The USTs were abandoned in place due to proximity to the building foundation and shallow groundwater. The location of the USTs was not identified in the provided records but a waste oil sump was also located onsite. Subsurface soil samples were collected in 1986 at depths ranging from 5 to 20 feet deep at 4 locations adjacent to the USTs prior to the UST abandonment in 1987. Significant soil contamination was not identified (maximum concentration of 72 parts per million of total fuel hydrocarbons).

4.2.6 City of Long Beach Health and Human Services (LBHHS)

Tetra Tech requested to review records for the Site maintained by LBHHS via the city of Long Beach's online system and via email. No records were identified for the Site as of the date of this report.

4.2.7 City of Long Beach Public Works (LBPW)

Tetra Tech requested to review records for the Site maintained by LBPW via the city of Long Beach's online system. No records were identified for the Site as of the date of this report.

4.2.8 City of Long Beach Community Development Department

Tetra Tech requested to review records for the Site maintained by the Community Development Department via the city of Long Beach's online system and via email. A site evaluation report from 1964 for the proposed development was identified.

4.2.9 Other Sources

Tetra Tech obtained Site information from additional sources including the California Department of Conservation website including indication on tsunami flood zone (Department of Conservation, 2024). The Site is located within a tsunami hazard area.

Another source used was the NPMS public viewer. Multiple pipelines including abandoned pipelines for oil and gas were observed adjacent to the Site to the north (Pier B Street) and to the west (Edison Avenue).

4.3 Historical Site Uses

Past land uses were evaluated for historical practices or conditions that may have impacted the Site. This was accomplished via a review of documentation of historical Port development and a review and analysis of the previous Phase I ESA (Roux, 2024), available historical and aerial photographs, Sanborn Fire Insurance maps, topographic maps, and historical city directories. The topographic maps and historical city directories are provided with the EDR Lightbox report in Appendix A. The Sanborn Fire Insurance map collection was searched but there were no maps of the Site. Historical aerial photographs and topographic maps are provided in Appendix C. Other historical information used to determine prior usage is provided in Appendix B.

4.3.1 Prior Site Tenants and Usage

The Site land is currently owned by the City of Long Beach Harbor Department. Prior ownership information was not found.

The current tenant is known to occupy the Site since the 1960s. Prior tenants included those related to oil and gas exploration and operations.

4.3.2 Prior Uses of Site and Surrounding Properties

Prior uses of the Site and surrounding properties were obtained from information provided to Tetra Tech by the Port, review of agency records, and review of historical aerial photographs, Sanborn Fire Insurance maps, and topographic maps. Table C below includes a summary of historical Site uses obtained from historical photographs and topographic maps, both of which are provided in Appendix C. Site features of note from the Site reconnaissance are shown on Figures 3a through 3k. Information from agency records and other sources is described in detail in *Section 4.2* and in *Section 6* of this report.

Table C. Summary of Site History

Decade (year commencing)	**Site and Surrounding Properties**	**Sources**
1890	Undeveloped land with roadways surrounding. Natural bedded Los Angeles River to east leading to ocean. Construction of nearby Terminal Island Railroads (south of the Site). Construction of S.P. railroad at the northern portion of the Site. Primary occupants unknown.	T (1896, 1899)
1900	No apparent changes from previous period. Primary occupants unknown.	T (1902)
1910	Site changes unknown. No apparent changes to area from previous period. Primary occupants unknown.	H

Decade (year commencing)	**Site and Surrounding Properties**	**Sources**
1920	Undeveloped land and Channel No. 1 slip. Inner Harbor established. Los Angeles River to east channelized. Anaheim Street developed to north. Discovery of oil on Signal Hill and Los Angeles harbor development.	A (1928), L (1925, 1928), H, T (1925)
1930	Oil and gas wells developed onsite and on adjacent properties. Beginning of oil drilling on Long Beach city-owned land in the Wilmington harbor area. Primary occupants unknown.	H
1940	Oil wells and derricks constructed onsite and adjacent properties. Tanks located onsite or adjacent. Multiple warehouse buildings observed on southern half of Site/boundary. Primary occupants unknown.	A (1947), L (1945), T (1942, 1943, 1947, 1949)
1950	ASTs and other industrial activities surrounding. Beginning of water injection to combat subsidence in the area. Warehouses observed in southwest corner of Site/boundary. Primary occupants unknown.	A (1953), L (1957, 1959)
1960	ASTs and other industrial activities surrounding. Warehouses observed in southwest corner of Site. Primary occupants included National Gypsum Company.	A (1963), H, L (1964), T (1964), O
1970	Buildings and silo constructed onsite. Onsite slip filled. Primary occupants included Gold Bond and National Gypsum Company.	A (1972, 1979), T (1972)
1980	No apparent changes from previous period. Primary occupants included Gold Bond and National Gypsum Company.	A (1989), T (1981)
1990	No apparent changes from previous period. Primary occupants included Gold Bond.	A (1994), H, O
2000	No apparent changes from previous period. Primary occupants included Gold Bond.	A (2002, 2005, 2009), H
2010	Five onsite oil and gas wells plugged. Primary occupants included Gold Bond.	A (2012, 2016), T (2012, 2015, 2018), O
2020	No apparent changes from previous period. Primary occupants included Gold Bond.	A (2020), T (2021), O, H
Sources: A = aerial photograph (year in parentheses), F = State of California Department of Fish and Game Fish Bulletin No. 96, L = Port of Long Beach photo archive (year in parentheses), O = Other sources including user provided information or as referenced in *Section 10*, S = Sanborn map (year in parentheses), T = topographic map (year in parentheses), and H = Port of Long Beach Historical Publications		

4.4 Previous Environmental Investigations

In 2024, a Phase 1 ESA was conducted for the Site by Roux Associates, Inc. (Roux) on behalf of Gold Bond. The Phase 1 ESA report identified various records, Site usage, and RECs that were used to verify

and supplement information provided in this report. RECs identified in Roux's report include the following:

- Current and Historical On-Site and Off-Site Rail Spurs: The historical rail spurs were likely frequently used for the transportation of significant quantities of hazardous substances and/or petroleum products relating to oil field operations. In addition, wooden railroad ties have historically been and are presently treated with hazardous materials which may have included creosote, PCBs, and pentachlorophenol (PCP). The railroad ties may also have been maintained using herbicides and pesticides (which may have historically included lead and arsenic).
- Sump Located in Mechanical Room of Office Building: Hazardous substances or petroleum products, such as oils, fuels, and lubricants were likely used to operate/maintain equipment within the mechanical room and may have entered the subsurface through the sump feature
- Electrical Transformers: Current transformers are labeled as free of PCBs. However, considering the age of the facility, it is not clear whether the existing transformers were replacements for PCB-containing equipment.
- On-Site Manufacturing Operations: Gold Bond manufacturing operations utilize hazardous substances and petroleum products in daily operations to power and maintain manufacturing equipment, primarily petroleum-related fuels, oils, and lubricants. Floor drainage grates were observed by Roux throughout the manufacturing warehouse and available information indicates that three clarifiers are present.
- Former Industrial Heat Exchanger System and Heat-Transfer Oil AST: National Gypsum manufacturing operations previously utilized a Western Precipitation Holo-Flite™ unit, an industrial indirect heat exchanger system, which heat-transfer oil to dry raw gypsum (removing moisture from stucco material). An estimated 25,000-gallon AST containing heat-transfer oil was located along the eastern boundary of the Site and connected directly to the Holo-Flite™ equipment. Roux indicated that the Holo-Flite™ equipment was located west of the Mill Building and situated within an approximately 10-foot wide by 10-foot long by 4-feet deep concrete pit, which captured overflow oil spills (Roux, 2024).
- Potential On-Site USTs: The Site is listed on the CA SWEEPS UST as Gold Bond Bldg. Products at the historical address (1850 W 8th Street). This database listing indicates that two USTs, a 12,000-gallon waste oil UST and 20,000-gallon tank of unknown contents, were associated with the Site. Dates associated with this CA SWEEPS UST listing are 1985 and 1988. The 1995 SWPPP for the facility provided in Roux's Phase I ESA report indicated that no underground storage tanks were present at the time.
- Former and Active Oil Wells/ Oil Production Operations: Records and maps indicate that seven oil wells were drilled on the Site between the late 1930s and mid-1940s. The available records indicate that five wells on the Site are plugged and abandoned, one well is listed as an active production well, and one is an active waterflood well; both active wells are operated by Tidelands Oil Production, Co. In addition to the on-site wells, historical maps identify over 30 oil and gas well locations within 300 feet of the Site boundary. The presence of oil wells and historical oil production operations are known to cause near-surface hydrocarbon impacts to soil and soil vapor,
- Existing Oil Pipelines: aboveground oil pipelines lines were observed running parallel to the eastern boundary of the Site. Active product [petroleum or natural gas] pipelines are located adjacent to the Site to the west (along Edison Avenue) and to the north (along Pier B Street).
- Historical Industrial Operations on the Adjacent Property to the East: Located immediately adjacent to the east of the Site (1710 Pier B Street) was the former Baxter wood manufacturing and treatment facility which existed from 1924 to 2001. Former operations at this adjacent property

included the treatment of wood with creosote, PCP, chromate zinc chloride (CZC), ammoniacal copper arsenate (ACA), and ammoniacal copper zinc arsenate (ACZA); and manufacturing of PCP from approximately 1955 to 1962. Under the oversight of the DTSC, investigations identified that soil and groundwater were impacted with wood treating chemicals, PAHs, volatile organic compounds (VOCs), specifically naphthalene, total petroleum hydrocarbons (TPH), and metals. A shallow groundwater monitoring well (MW-2/S-3) located along the western boundary (closest to the Site) has reported elevated concentrations of PCP (4,900 micrograms per liter [µg/L]) and trichloroethene (73 µg/L) in a 2013 sampling event. In addition, a thin layer of light non-aqueous phase liquid (LNAPL) was observed in this monitoring well. Based on available information, remediation has not been performed at this property and redevelopment in 2014 included the construction of an engineered cap, which consisted of raising the existing elevation with clean import and installation of multilayer protection system (i.e., asphalt, concrete, vapor mitigation system, etc.).

- Historical Industrial Operations on Adjacent Property to the West: Located immediately adjacent to the west of the Site are the PDI fuel storage and distribution facility (1920 Lugger Way) and the TLS operation (785 Edison Avenue). There are three closed LUST cases associated with the TLS facility. The PDI facility is currently under active investigation by the LARWQCB for releases resulting from two 10,000-gallon USTs located approximately 200 feet west of the Site western boundary and a historic leak from AST No. 1, a 131,000 barrel AST. Soil, groundwater, and soil vapor at this adjacent property are impacted with TPH and petroleum-related VOCs (benzene, toluene, ethylbenzene [BTEX] and MTBE).

As of the date of this report, no information on additional environmental investigations at the Site was ascertained.

5. SITE RECONNAISSANCE

A Site reconnaissance was conducted by Tetra Tech representatives Ms. Cari Ferrell and Ms. Rachel Lorton on February 18, 2025 accompanied by Ms. Kimberly Dillon, POLB Planning Department. Representative of the current tenant (Chris Downing and Charles) were present during the Site reconnaissance. The Site reconnaissance consisted of a walk-through of accessible areas of the Site and areas immediately adjacent.

Photographs taken during the Site reconnaissance are provided in Appendix D. Prior to the Site reconnaissance, readily available resources such as historical topographic maps, historical aerial photographs, and regulatory records were reviewed (refer to *Section 4*). Figures 3a through 3k presents current Site features and conditions.

The key observations on site features, activities, usage, and conditions are described in further detail in the following sections.

5.1 Site Features and Exterior Observations

The Site consists of an office building, a warehouse building housing various production and packaging processes, a small guard building, and a material storage dome surrounded by predominately asphalt and/or concrete-paved surfaces including public sidewalks and parking areas with some unpaved areas used for storage and a rail spur on the western perimeter of the Site. The warehouse building exterior was dated and in poor condition with some areas of extensive water damage and torn sheet steel observed. The condition of the pavement was highly weathered with degradation observed throughout the exterior portions of the Site. Numerous areas of patching, cracking, and subsidence was observed in the asphalt areas across the Site. Several areas throughout the Site had oil staining with the most observed in areas of high truck and/or rail traffic.

Underground utilities present on the facility included sewer, water, electric, and communications. Stormwater swales were observed on the eastern and western boundaries with BMPs (straw wattles and filtration devices) in use along swales, around storm drain inlets, and at roof downspouts. Flooding and ponding were observed in several portions of the warehouse and evidence of leakage was noted in the office building. The Site appeared to be higher in elevation than the adjacent facilities with drainage swales between the neighboring properties.

Exterior features noted onsite include an LPG tank, loading dock, electrical substation, waste storage area, two oil and gas wells, air compressors, water cooling unit, and a data server building. The LPG tank was located west of the board plant on the northern end of the warehouse and included traffic bollards.

The employee parking lot was located south of the office building and was in fair conditions with areas of degraded asphalt. Utility realignment work was observed during the Site reconnaissance with open trenches and steel plates located in the employee parking lot and the roadway to the facility entrance.

5.2 Building Observations

The structures observed onsite are described in detail in the following sections. Overall, the buildings were in fair to poor condition, but the concrete flooring appeared to be mostly intact.

5.2.1 Office Building

The office building is a two-story building with a basement and was estimated to have been built during the 1960s and consists of brick masonry construction. The office building includes conference rooms, break rooms, restrooms, storage rooms, file rooms, and server rooms. The basement additionally includes a mechanical room with building service equipment, wrapped water piping, and a drainage sump. The building is located on the north end of the Site with a small visitor parking lot to the east and an employee parking lot to the south. It is outside of the fenced and gated portion of the Site. The interior of the building varied in condition from fair to poor with extensive water damage observed in the basement.

5.2.2 Warehouse

The warehouse that is the predominant feature of the Site is approximately 217,000 square feet. It was estimated to have been built during the 1960s or 1970s and consists of steel frame construction with a tin roof and sheet steel exterior. The foundation is slab on-grade and the flooring consists of concrete. Roll up door and personnel doors are located throughout the building. The warehouse was used for gypsum board products and is divided into sections including the following:

- Warehousing area: the portion of the warehouse used for storage and distribution of finished products located on the northern and central portion of the warehouse. The truck path was observed to enter the warehouse in the southwest corner for loading in the northern area before exiting the warehouse just west of the board plant. Areas of staining were observed, but the concrete flooring was in good condition with minimal cracking.
- Board plant: a long section housing the kiln and board rollers located on the eastern portion of the warehouse. The processed gypsum was dispersed as a liquid onto sheets and conveyed from the northern end of the board plant through a kiln, heated to 600 degrees Fahrenheit, to the southern end of the board plant. A pit located within the warehousing area is where the boards were cut and stacked to be prepared for shipment. Supporting utilities including electrical and natural gas were noted in the board plant. Automatic greaser systems were used for the conveyors in the board plant. Pits were observed beneath the conveyors which were noted to be used for maintenance. A mezzanine used for material storage was observed in the southern portion of the board plant. A flammable storage cabinet was observed at the base of the mezzanine.
- Mill building: a 4 story section housing blowers and dust collectors where the raw gypsum was transferred from the storage dome for processing located at the south end of the board plant. The mill building was accessible using an exterior metal staircase as well as an interior staircase.
- Maintenance shop: a sectioned-off area used for equipment maintenance and repair located in the southeast corner of the warehouse. The maintenance shop included parts and supplies storage area. A flammable cabinet was still present with one area noted as a former hazardous material storage area.
- Former plaster area: a sectioned off area formerly used for production of plaster finishing products including joint compound located in the southwestern corner of the warehouse. Most recently used for storage, hazardous material storage, and access to the outdoor loading area south of the warehouse. A mezzanine for process water, air compressor equipment, and material storage was observed in the eastern portion of the former plaster area.

The onsite operations ceased on December 7, 2024 and most of the equipment and operations have been removed from the warehouse. Some equipment was staged in the warehousing portion pending transport to the new facility in Arizona. Many areas of the warehouse were noted to have much of the equipment and materials removed. Large items including the kiln, board rollers, and ASTs were still present.

5.2.3 Guard Building

The guard building is a small brick masonry building with composite roof and wood exterior siding. It is located in the southern section of the employee parking lot at the entrance gate into the facility. The building is in fair condition except that the roof was observed to be in poor condition. The age of the guard building is unknown.

5.2.4 Materials Storage Dome

The raw gypsum material storage dome is located at the southern end of the Site and is approximately 176 feet in diameter. The storage dome is connected to wharf-side conveyors to move material from ships to

the storage dome and, similarly, material was moved using a conveyor from the storage dome to the mill building. A large bulldozer was observed moving raw material at the base of the storage dome in the area south of the warehouse. The storage dome was estimated to have been built during the 1960s or 1970s.

5.2.5 Hazardous Waste Storage

The hazardous waste storage area included a small building structure with a concrete berm that included a waste oil AST and was located south of the warehouse. The structure was comprised of a block wall with steel frame and sheeting for side and roof coverings. The foundation was slab on grade concrete. Fluorescent lighting was present. Three covered, open bay structures were used for hazardous waste storage. The open bay structure was comprised of a block wall with steel frame and sheeting for a roof covering. The age of the structures in the hazardous waste storage area are unknown.

5.3 Storage Tanks / Silos

The following ASTs were observed onsite:

- 500-gallon red dye diesel fuel tank adjacent to the material storage dome and conveyor system for equipment refueling.
- Waste oil tank inside the hazardous waste storage structure
- Various 55-gallons drums inside the hazardous waste storage structure
- Two 55-gallon drum in the flammable cabinet at the south end of the board plant
- Three raw material storage silos in the former plaster area
- One tank of process water on the mezzanine in the former plaster area
- Two tanks of dispersant in the south end of the board plant
- One wax storage tank in the south end of the board plant
- Various totes of pigment/dyes in the former plaster area
- Various totes of dispersant in the former plaster area and in the south end of the board plant

No USTs or evidence of USTs were observed during the Site reconnaissance. However, regulatory database records include possible historical USTs that may not have been removed. Drawings provided by the Port were used to estimate the location of the USTs east of the board plant and south of the electrical substation as detailed in *Section 3.3* and as shown on Figure 3f.

5.4 Hazardous Material Usage and Storage

During the Site reconnaissance, hazardous materials including equipment oils/lube, grease, paints, dyes, dispersant, acetone, compressed air, and propane tanks were observed at various locations throughout the Site. Photographs are provided in Appendix D.

5.5 Hazardous Waste Management

During the Site reconnaissance, hazardous waste production or management activities were observed throughout the Site. The hazardous waste was collected in select areas as indicated on Figures 3b, 3e, and 3f.

5.6 Solid Waste Management

During the Site reconnaissance, a dumpster was observed in the employee parking lot south of the office building and a covered waste enclosure with bins for waste and/or recycling was located on the east side of the warehouse.

5.7 Asbestos-Containing Materials

A hazardous material survey was not included in this assessment. However, multiple buildings materials were observed that may be ACM such as mastic floor tiles, pipe insulation, and concrete flooring. A hazardous material survey would identify ACM present.

5.8 Polychlorinated Biphenyl (PCB)-Containing Equipment/Materials

Fluorescent lighting with potential to contain ballasts with PCBs was observed onsite. PCB-containing fluorescent light ballasts are not considered to be an environmental concern.

Caulking material may be PCB-containing. A hazardous material survey would identify PCBs present.

5.9 Mercury

No mercury-containing equipment other than fluorescent lighting with potential to contain light bulbs with mercury was observed onsite. A hazardous material survey would identify mercury-containing equipment present. Fluorescent light bulbs/tubes are not considered to be an environmental concern.

5.10 Water, Wastewater, and Storm Water

5.10.1 Water Supply

Potable water is supplied by the City of Long Beach. Site reconnaissance and review of local records did not reveal the presence of onsite groundwater supply or irrigation wells. According to information available on the LACDPW website, there are no active public water supply wells located within a one-mile radius of the Site.

5.10.2 Wastewater

The onsite sewer system discharges to the City of Long Beach sewer system. Two 3-stage clarifiers were observed during the Site reconnaissance. A third clarifier was identified on a historical Port basemap (AutoCAD file) beneath the waste bins east of the board plant location observed and Gold Bond indicated that the clarifier had been previously abandoned. The existing clarifiers appeared to be concrete-lined but the discharge was not identified during Site reconnaissance. Additional information on the clarifiers was provided by the tenant as detailed in *Section 6.2*.

5.10.3 Stormwater

The Site stormwater from the area around the office building discharge to the city of Long Beach municipal storm drain system on Pier Be Street which later discharge to Channel 2 east of the Baker facility. The drainage swales on the western and eastern boundaries discharge directly to Channel 2. The stormwater drainage was verified using the City of Long Beach GIS map published by the Public Works Division. All discharges observed were under the General Industrial Permit obtained by Gold Bond.

5.11 Air Emissions

The blowers and dust collectors potentially have potential impact to the air quality in and around the Site. All SCAQMD-permitted equipment found on the SCAQMD FINDS database are described in *Section 4.2*. This Phase I ESA is not and should not be considered a regulatory compliance audit.

5.12 Current Uses of Adjoining Properties

Known details on adjoining properties is summarized in Table D below. Additional details are provided in the following sections, as warranted.

Table D. Summary of Adjoining Properties Features and Usage

Address	Proximity to Subject Property	Features, Activities, Uses, and Conditions Identified
N/A	North	Pier B Street Railroad lines with rail spurs
1710 Pier B Street	East	Occupied by Baker Cold Storage and operated by Lineage Logistics. Consists of one building surrounded by asphalt paving including parking and loading areas. Used for refrigerated storage and shipping. Formerly occupied by Baxter Wood Processing. Prior usage includes treating and preserving wood products. Six former oil production wells had historically operated at the Site.
N/A	South	Channel 2 of the Inner Harbor
Edison Avenue	West	Rail spurs
785 Edison Avenue	West	Occupied by TLS and Allied Systems Formerly occupied by the former Edison/Long Beach III MGP as described in *Section 4.2.1*.
1920 Lugger Way	West	Occupied by PDI (1968 – present) – formerly Ashland Oil Company and Long Beach Terminal Company, Ltd, an Amorient Petroleum Inc. affiliate. Used for commercial fueling and fuel storage (gasoline, ethanol, gasoline blend stocks, and diesel) by vessel, pipeline, and tanker trucks. Facility stores product in aboveground storage tanks located within a bermed tank farm.

5.12.1 Baker Cold Storage / Former J. H. Baxter & Company (1710 Pier B Street)

This facility is located adjacent to the Site to the east. Between 1925 and 2001, operations consisted of wood products treatment by Baxter. The primary preservatives used were creosote, PCP, CZC, ammoniacal copper arsenate (ACA), and ammoniacal copper zinc arsenate (ACZA). Creosote with an oil-based carrier was reported as the main preservative used between 1925 and 1973. In 1998, the use of creosote preservative was resumed until the facility closed in 2001 (SCS, 2007).

The facility formerly contained a PCP tank farm with six aboveground storage tanks (ASTs) that were demolished and removed in 2002. The tank farm consisted of a 50/50 work tank (50% creosote and 50% fuel oil mixture), a creosote work tank, a PCP mix tank, a base oil tank, a PCP-A mix tank, and a diesel tank. In addition, PCP was manufactured from approximately 1955 to 1963 using a closed vessel process which entailed the mixing of chlorine from rail cars into reaction vessels filled with phenol. ASTs associated with the PCP manufacturing process were formerly located near the northern boundary. Additionally, muriatic acid was historically produced for sale (SCS, 2007).

In the 1960s, permits for the use of CZC and ACA were obtained. Carriers for CZC were aqueous solutions of ammonium sulfate, boric acid, and sodium dichromate. In 1966, ACZA became the predominant preservative used. A former ACZA AST farm was located at the facility and consisted of 11 ASTs containing water and ammonia-based liquids. This tank farm was located next to the central western perimeter and was constructed in the early 1970s (SCS, 2007).

During the years of operations, various structures, tank farms, and process plants were constructed, relocated, and dismantled throughout the Site by Baxter. Once Baxter ceased wood treating operations, the facility was dismantled and most of the structures were removed. The facility was then used for the storage of containers and treated wood (Northgate, 2023).

In addition to the wood treatment operations, six former oil production wells had historically operated within the facility boundaries by Tidelands Oil Production Company (Tidelands). All but five of the wells are abandoned, with one well converted to a water injection well that is still active. Tidelands operates the water injection well on behalf of the City of Long Beach, who is the owner and is designated as the unit operator. The City of Long Beach has a surface use agreement and easement with Baker (Northgate, 2019).

The historical operations at the facility have resulted in soil and groundwater contamination. The abandoned oil wells and oil pipelines at the Site have resulted in subsurface methane concentrations that require mitigation as part of building construction and operations at the Site (Northgate, 2019).

In 2006, Baxter sold the property to Oakmont Baxter, LLC (Oakmont), at which time all of the above-grade structures were removed by Oakmont. Cemera Long Beach, LLC acquired the property in 2008 and it remained vacant until Baker purchased the Site in 2012 and redeveloped it into a cold storage facility (Northgate, 2019; Northgate, 2023). The facility includes a 228,735 square foot refrigerated warehouse facility owned by Baker and operated by Lineage Logistics.

The ongoing environmental management of the facility is under the direction of the DTSC including operation, maintenance, and monitoring of the installed cap.

5.12.2 Toyota Logistics Services (785 Edison Avenue)

This facility is located adjacent to the Site to the west. The facility is occupied by TLS for vehicle storage and shipping operations. TLS has occupied the facility since approximately 1982. TLS was formerly identified as Vehicles Processors, Inc. (VPI) and transitioned to TLS in the 1990s. Structures at the facility include an administrative building, truck bed building, car wash building, and quality control building. Multiple leaking tanks and releases have been identified at the facility since the early 1990s. As a result of releases in 1984, a total of eight USTs (2 gasoline, 3 diesel, 3 kerosene) and four clarifiers were removed in 1991 and the facility was subsequently referred to the LARWQCB due to evident of groundwater contamination. A second release occurred in 1994 during the removal of a fuel dispenser island after which vapor extraction and treatment and free product recovery were conducted until receiving case closure in 1996. A third release occurred in January 2005 from a 550-gallon waste oil UST during removal and a no further action letter was issued in 2006. Additional monitoring and remediation were required by the LARWQCB after removal of two USTs in August 2005 to delineate impacts to groundwater. The facility was impacted by gasoline and fuel oxygenates but the impacts did not extend outside the property boundaries and closure was granted in 2015.

Previously, the former Edison/Long Beach III MGP was located at the adjacent property to the west at the intersection of Edison Avenue and Pier B Street where the TLS is currently located. Information obtained on the former MPG is provided in *Section 4.2.1*.

5.12.3 Petro-Diamond, Inc. (1920 Lugger Way)

This facility is located adjacent to the Site to the west. It is owned and operated by PDI for fuel storage and distribution and consists of 10 ASTs (ranging from 2,500 to 131,000 barrel capacity), a truck rack, a sump,

and one oil water separator. The facility receives and distributes product by vessel, tanker trucks, and aboveground pipelines for commercial customers 24 hours per day, 365 days per year (Leighton, 2021). Historical records indicate that a fuel distribution facility has been present at this adjacent property since 1968 (Roux, 2024).

Two steel 10,000-gallon USTs were installed at the facility around 1968 (Leighton, 2021). Installation of groundwater monitoring wells in 1985 identified impacts to soil and groundwater by TPH and the integrity of the tanks was subsequently tested. One tank failed while the other passed but both were abandoned in place using slurry fill due to their location in a truck path under the loading racks. The facility is currently under cleanup oversight by the LARWQCB.

Historic remediation activities have included various extraction techniques for free product recovery from soil and groundwater. LNAPL recovery from onsite wells began in 1994. Between 2001 and 2004, remediation included the use of a vapor extraction system. Bioslurping was tested in 2003 and 2004 to augment remedial activities. Manual bailing commenced in 2005 and since 2012, an automated pumping system has been used to remove total fluids (including LNAPL). A three-day dual-phase extraction (DPE) pilot study was conducted in November 2019, using a truck-mounted thermal oxidizer unit and a groundwater treatment trailer. Future DPE events were recommended as a means of enhancing the existing remediation activities (Verdantas [formerly Leighton], 2025).

6. INTERVIEWS

6.1 Interview with Site Manager/Owner

A representative of the Port, the Site owner, provided information readily available regarding the facility as detailed in *Section 3*.

6.2 Interview with Existing Site Tenant(s)

Representatives of the current Site tenant were interviewed during the Site reconnaissance on February 18, 2025 and a questionnaire was later provided. The Site tenant representatives provided information on the recent usage of each area and indicated where changes had recently occurred as a part of the ongoing move such as the former hazardous material storage area in the maintenance shop. The representatives provided knowledge of the facility operations within the last 20 years as well as known prior operations they were informed of such as the former plaster area operations. The completed questionnaire as well as supporting documentation including the 2023 SWPPP, CERS Hazardous Materials Business Plans (HMBPs), and Spill Prevention, Control, and Countermeasure (SPCC) Plan is provided in Appendix E. Additional information obtained from the questionnaire includes the following:

- Hazardous materials inventory
- Fuel and oil storage capacity including oil-type transformers
- Drainage pathways, status of storm drain catch basins (e.g. sealed), and BMP usage
- Information on an active Consent Decree with the Los Angeles Waterkeeper (see further details in *Section 3.3*).
- The number and use of clarifiers were identified to be for: (1) water and gypsum from washing of the board belt (abandoned in 2000), (2) two 4-gallon sumps for air conditioning and water tank overflow and for rainwater (out of service since 2020), and (3) a 600-gallon capacity for hand sinks in ready mix area (out of service since 2020).

6.3 Interview with Past Owners, Tenants, Operators, and Occupants

No past owners, tenants, facility operators, or occupants were interviewed. The findings from historical files and database reviews were used to determine potential impacts from previous Site usage. It is Tetra Tech's judgment that information from past owners, tenants, facility operators, or occupants will not materially affect the conclusions presented in this report based on the extended period of time for the current usage.

6.4 Interview with Others

No other interviews were conducted with individuals other than those cited above.

7. ADDITIONAL (NON-ASTM STANDARD) SERVICES

7.1 Surface Water and Wetlands

No surface water or wetlands areas were observed onsite. No onsite surface water or wetlands areas were depicted on the United States Fish and Wildlife Service National Wetlands Inventory website. The Channel 2 located to the south of the Site was depicted as Estuarine and Marine Deepwater habitat and is classified as a E1UBLx.

8. PHASE I ESA FINDINGS, OPINIONS, AND CONCLUSIONS

In the professional opinion of Tetra Tech, this Phase I ESA has been conducted to identify the previous and current Site uses and potential for environmental impairment to minimize environmental liability and identify areas of potential impairment prior to property purchase.

We have performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E1527-21 of the Gold Bond facility located at 1850 Pier B Street in Long Beach, California, the subject property. Any exceptions to, or deletions from, this practice are described in *Section 1.2* of this report.

This ESA has revealed the following RECs:

- Historical oil-production operations were conducted at the Site and in adjacent areas. The plugged wells may require corrective measures in the future if the abandonment was not conducted properly and may be a source of methane gas. The historical oil operations (existing and abandoned) are considered a REC for the Site.
- Significant staining was observed on the ballast and wooden railroad ties of the portion of the rail spur inside the warehouse building. Prior to the Site development in the 1960s, the rail spurs were likely used for transporting materials associated with the oil and gas operations onsite and in the vicinity. The railroad ties may also have been maintained using herbicides and pesticides (which may have historically included lead and arsenic, and/or diesel). Aerial images indicate the presence of rail spurs dating to early development and use of the Site and the adjacent areas prior to the gypsum product operations. Historical rail operations both onsite and adjacent to the west and north of the Site are considered a REC for the Site.
- Manufacturing operations at the Site included handling and processing of raw materials, machine and equipment use and maintenance, handling, use, and management of various hazardous materials including oils and grease, and loading/unloading activities. At least two automatic greasing units were observed to automatically grease the conveyor through the kiln. Hazardous materials and waste appeared to be managed using good practice including use of secondary containment pallets, bermed and covered storage areas, and flammable cabinets. Historical practices used in hazardous materials and waste management likely varied from current practices and may have reasonably resulted in a release. Supporting systems were located in outside areas east of the warehouse (board plant) including air compressors and a water cooling system.
- Clarifiers were located in outside areas east of the warehouse (board plant). Two three-stage clarifiers were observed and appeared to be empty during the Site reconnaissance. The observed clarifiers were out of service since 2020 but were previously used for drainage from air conditioning, a water tank, and rainwater as well as the hand sinks in the ready mix area. As noted by Gold Bond during Site reconnaissance and in the questionnaire, a third clarifier was previously present and was abandoned using slurry fill in 2000. The abandoned clarifier was likely located beneath what is now the waste and recycling receptacle storage area, but the condition of the clarifier was not able to be verified through visual inspection or LBFD records. The clarifiers may have reasonably been impacted with fuels, oils, or other hazardous materials used onsite and may have been discharged to the subsurface or the sewer.
- The EDR radius report indicates that the Site is listed on the CA SWEEPS UST database for a 12,000-gallon waste oil UST and a 20,000-gallon unknown UST. Both tanks are listed as active since July 1985, but LBFD records indicate that 12,000-gallon waste oil UST and a 20,000-gallon heat transfer oil UST were abandoned in place in 1987. Design drawings and plot plans provided by the Port show “oil tanks” (varying from 1 to 4) located east of the board plant and south of the electrical substation. Despite conflicting information on the maps, it is presumed that the two USTs are present at the location as shown on Figure 3f.

- The sump located in the basement mechanical room of the office building may have been reasonably impacted by equipment oils and other hazardous substances used to maintain equipment located in the mechanical room.
- The red dye diesel AST located adjacent to the transfer house as part of the conveyor system from the storage dome to the mill building was situated in a secondary containment berm. Historical containment practices are unknown and may have resulted in a release.
- Oil-filled transformers were observed at several locations throughout the Site including the SCE substation and were labeled as free of PCBs. The current equipment was likely updated at some point and may have replaced older transformers containing PCB-oil.
- Oil pipelines are present and have been historically present both onsite and in adjacent areas. Oil pipelines have been or are currently located along Pier B Street and in the railroad corridor, along Edison Avenue to the PDI facility, in the wharf area of the Site, and in the City of Long Beach easement on the eastern boundary by the Baker facility. While no spills or accidents have been reported onsite or on adjacent Sites, the potential for impacts to the subsurface from oil pipelines is elevated.
- Observed oil staining combined with degraded/cracked pavement are considered RECs for the paved portions of the Site as indicated on Figures 3a through 3h.
- Wood treatment operations at the adjacent property to the east (Baker Cold Storage) have resulted in known impacts including soil and groundwater contamination. The Site has vapor control measures in place but the subsurface contamination remains in place. Groundwater impacts have not been delineated in the Gold Bond lease area, but recent groundwater monitoring reports show that TPH, PCP, and naphthalene have most likely migrated from Baker Cold Storage to the Gold Bond lease area. Groundwater flow direction is towards the Site in both shallow and deep groundwater.
- Former UST leak at the adjacent PDI property to the west in under active oversight by the LARWQCB. The single wall UST was present prior to occupation by PDI and was abandoned in place by PDI to prevent major impacts to the ongoing facility operations. There are significant groundwater impacts as a result of the leak.
- Petroleum storage and distribution conducted at the adjacent TDI property to the west is considered a REC due to the potential for impacts to the Site in the event of any release or accident at the TDI facility including trucks traveling on Edison Avenue adjacent to the Site.

This ESA has revealed the following cRECs:

- The facility previously used a Western Precipitation Holo-Flite™ unit, an industrial heat exchange system to remove moisture from stucco material. An estimated 25,000-gallon AST containing heat-transfer oil was located along the eastern boundary of the Site and connected directly to the Holo-Flite™ equipment adjacent to the mill building to the north (east of the board plant). The equipment was located within a concrete pit (10-feet wide by 10-feet long by 4-feet deep) to capture overflow oil spills and was removed in 2011. Petroleum-impacted soil beneath the equipment was removed at the same time (Roux, 2024). A harbor development permit recorded in 2000 shows a fuel oil storage tank located south of the SCE electrical substation; the tank is not indicated to be above or below ground and was not observed during Site reconnaissance. It is presumed that the indicated tank is the former heat-transfer oil AST. The impacts from the AST and heat exchange system were addressed.

- Former MGP was located at the adjacent property to the west at the intersection of Edison Avenue and Pier B Street where the TLS is currently located. The former MGP is under the oversight of DTSC and the extents are under a land use covenant.
- Vehicle processing operations at the adjacent TLS property to the west may include the usage and handling of hazardous materials and waste. However, the property has been developed and addressed soil contamination.
- Former UST leak at the adjacent TLS property to the west was addressed by the LARWQCB but closure was based on the Low Threat Closure Policy which allows contamination to remain in place. However, the contamination left in place is not considered a threat to the Site based on estimated groundwater flow direction toward the northwest. Since the threat was assessed by the LARWQCB, the former UST leak is considered to be a cREC. Closure letters were issued in 1996 and 2015.

This ESA has revealed the following conditions that are considered *de minimis* which is defined as conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies but may warrant additional investigation to verify:

- PCBs and/or mercury may be present in fluorescent light ballasts.
- Paint may be lead-based or lead-containing.
- Water damage observed appears to have resulted in the presence of mold.

Tetra Tech did not identify significant data gaps.

9. ENVIRONMENTAL PROFESSIONALS

9.1 Signatures of Environmental Professionals

Ms. Cari Ferrell and Ms. Rachel Lorton conducted the Site reconnaissance. Ms. Cari Ferrell prepared this Phase I ESA report, and Ms. Heather Benfield provided quality assurance. The signatures of Ms. Ferrell and Ms. Benfield are included in this section of the report.



CARI FERRELL, P.E.
Senior Engineer
Phone: 626.470.2803



HEATHER BENFIELD, P.E.
Program Manager
Phone: 626.470.2415

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in Section 40 of the Code of Federal Regulations (40 CFR) §312.10 with all deviations noted. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Site. We have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

9.2 Qualifications of Environmental Professionals

The qualifications of Ms. Ferrell and Ms. Benfield are summarized in the resumes included in Appendix F. The shelf life of the Phase I ESA is provided in Appendix G.

10. REFERENCES

American Society for Testing and Materials (ASTM), 2021. Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. December 2021.

California Department of Water Resources (DWR), 1961. Bulletin No. 104, Planned Utilization of the Ground Water Basins of the Coastal Plain of Los Angeles County, Appendix A – Ground Water Geology. June 1961.

City of Long Beach, 2025. Public Works Stormwater and Environmental Compliance Division, Watersheds in Long Beach GIS Map, https://www.longbeach.gov/pw/resources/stormwater-management/, Accessed February 26, 2025.

Department of Conservation, Division of Mines and Geology, 1998. Seismic Hazard Zone (SHZ) Report 028 for the Long Beach 7.5-Minute Quadrangle, Los Angeles County, California.

Department of Conservation, 2025. CGS Information Warehouse: Tsunami Hazard Area Map, https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=tsunami, Accessed February 10, 2025.

EDR, 2025. The EDR Radius Map™ Report with GeoCheck®. Gold Bond. Long Beach, CA 90813 Inquiry Number: 7890849.2s. February 5, 2025.

Google Earth, accessed February 2025.

Verdantas (formerly Leighton), 2021. Remedial Action Plan, Petro-Diamond Terminal Company, Long Beach, California. December 10.

_____, 2025. Second Half 2024 Semi-Annual Groundwater Monitoring, DPE Event and Remediation Progress Report, Petro-Diamond Terminal Company, 1920 Luggar Way, Long Beach, CA 90813, RWQCB ID No. 908130261. January 15.

Long Beach Public Library Digital Archive, https://lbpl.contentdm.oclc.org/digital/, Accessed August 9, 2022.

National Pipeline Mapping System (NPMS), 2024. Public Viewer, https://pvnpms.phmsa.dot.gov/PublicViewer/, Accessed February 10, 2025.

Northgate Environmental Management, Inc., 2019. Soil Management Plan, Baker Cold Storage Site, 1710 Pier B Street, Long Beach, California. November 18.

_____, 2023. Draft Second Semi-Annual 2022 Groundwater Monitoring Report, Baker Cold Storage Site, 1710 Pier B Street, Long Beach, California. June 14.

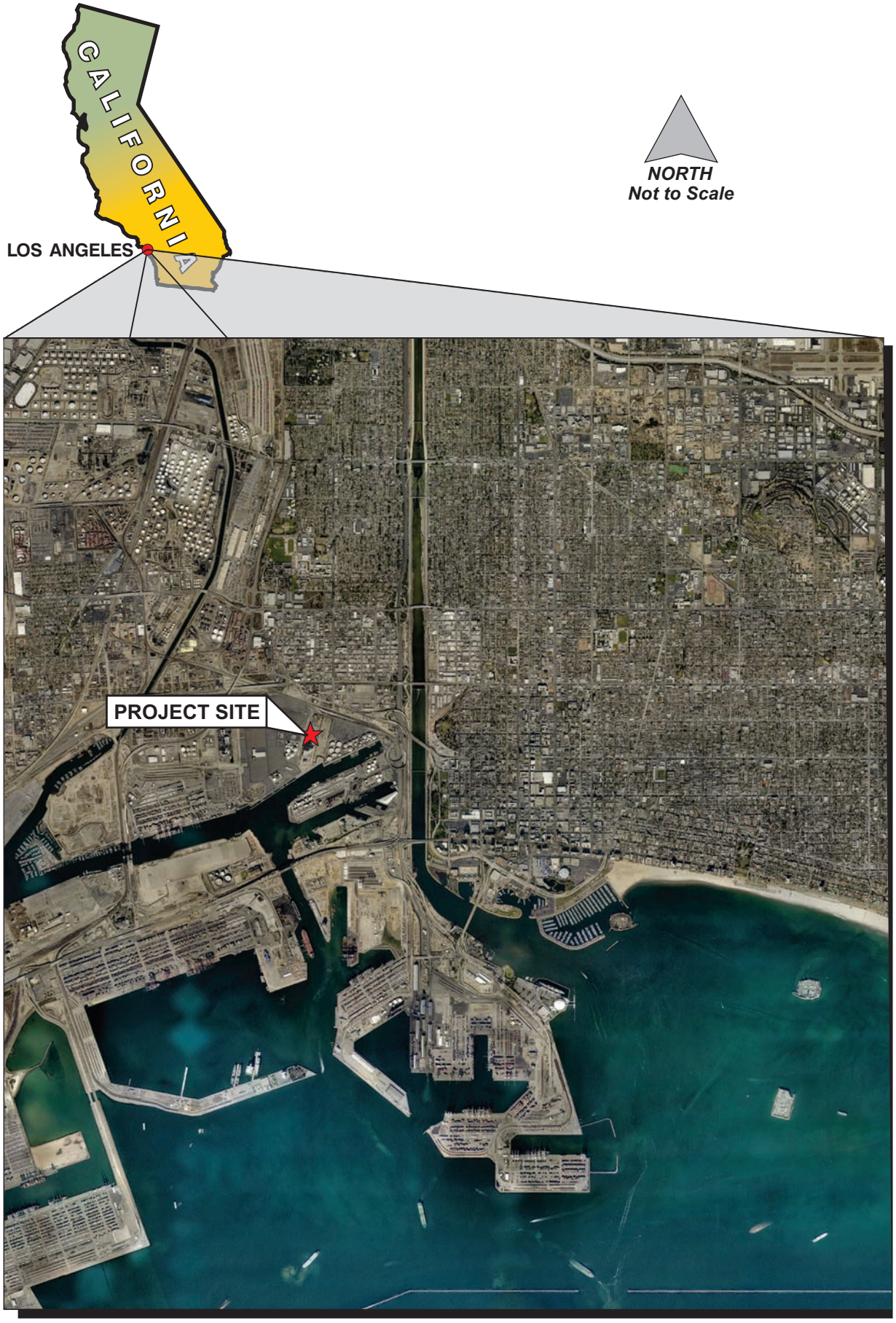
Port of Long Beach Historical Publications, https://www.polb.com/port-info/history/#historical-publications.

Roux, 2024. Phase I Environmental Site Assessment, 1850 Pier B Street, Long Beach, California. September 26.

Saucedo, G.J., Greene, H.G., Kennedy, M.P., and Bezore, S.P., 2016. Geologic map of the Long Beach 30' x 60' quadrangle, California (ver. 2.0): California Geological Survey, Preliminary Geologic Maps PGM-03-10.2016, scale 1:100,000.

SCS Engineers (SCS), 2007. Remedial Investigation/Feasibility Study. February 16.

United States Fish and Wildlife Service. National Wetlands Inventory, Wetlands Mapper. https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper, Accessed February 27, 2025.



Source: Los Angeles County GIS Viewer, Preliminary Aerial Images (2014)

I:\PAS\CAD\Projects\POLB\Shoemaker bridge\Figure1.cdr

TETRA TECH
3475 E. Foothill Blvd.
Pasadena, California 91107

THE PORT OF LONG BEACH
415 W Ocean Blvd
Long Beach, CA 90802

Figure 1
Site Vicinity Map

Drawn By:	B.D.
Date:	March 2025
TC#	T021711-25.11

PETRO DIAMOND

TOYOTA LOGISTICS SERVICES

FORMER HAZARDOUS MATERIAL STORAGE

ANAHEIM WAY

A

FORMER PLASTER AREA

B

HAZARDOUS MATERIAL STORAGE

WAREHOUSING

TRANSFORMER

STACKER PIT

3-STAGE CLARIFIER

SERS BUILDING

C

LPG TANK

D

BASEMENT MECHANICAL ROOM

GUARD SHACK

TRANSFORMER

PIER B STREET

OFFICE BUILDING

RED DYE DIESEL AST

FORMER AST PAD

STORAGE

BOARD PLANT

E

F

G

3-STAGE CLARIFIER

H

OIL WELL

TRANSFER HOUSE

HAZARDOUS MATERIAL STORAGE

MAINTENANCE SHOP

FORMER HAZARDOUS MATERIAL STORAGE

WATER COOLER

MILL BUILDING

PRESSURE VESSELS

AIR COMPRESSORS

ABANDONED CLARIFIER

ELECTRICAL ROOM

SCE SUBSTATION

TRASH/RECYCLING RECEPTACLES

WATER INJECTION WELL

COMPRESSED GAS STORAGE

HISTORICAL OIL WELL

BAKER COLD STORAGE

LEGEND

- Site Boundary
- **Utility Lines:**
- Electric
- Communication
- Sewer
- Water
- Storm
- Fiber Optic
- Irrigation
- Gas
- Oil
- Matchline
- Recognized Environmental Condition

NORTH

0' 20' 40'

SCALE IN FEET

P:\ACAD\GAR-021711\GOLD BOND PHASE I ESA FIGURES_04-17-25.DWG

PROJECT MANAGER:	H.B.
PREPARED BY:	C.P.
CHECKED BY:	C.F.

Prepared By:
Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

Prepared For:
The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 2
Site Plan, Key Map, and Adjacent Facilities
Gold Bond Lease

DATE	April 2025
SCALE	1"=140'
TC #	021711-25.11

LEGEND

- Site Boundary
- **Utility Lines:**
- Electric
- Communication
- Sewer
- Water
- Storm
- Fiber Optic
- Irrigation
- Gas
- Oil
- Matchline
- Recognized Environmental Condition

IDLE WATERFLOOD INJECTION WELL 9-W

NORTH

0' 20' 40'

SCALE IN FEET

Asphalt

NEW VEHICLE LOADING TO RAIL CARS

5010

14.29

25

Piles

Matchline A/B

OLD ASPHALT

BLOCKED STORM DRAIN

CONCRETE BERM

OLD FOUNDATION

OLD FOUNDATION

ROLLUP DOOR

PIER B

RAW GYPSUM STORAGE DOME

15

15

20

25

30

35

Matchline A/E

PROJECT MANAGER:	H.B.
PREPARED BY:	C.P.
CHECKED BY:	C.F.

Prepared By:

Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

Prepared For:

The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 3a
Site Features and Observations, West Portion of Storage Dome and Adjacent Areas
Gold Bond Lease

DATE	April 2025
SCALE	1"=40'
TC #	021711-25.11

LEGEND

- Site Boundary
- **Utility Lines:**
- Electric
- Communication
- Sewer
- Water
- Storm
- Fiber Optic
- Irrigation
- Gas
- Oil
- Matchline
- Recognized Environmental Condition

NORTH

0' 20' 40'

SCALE IN FEET

WATERFLOOD WELLS

165-W

111-W

108-W

EDISON WAY

RAILROAD SPUR

ROLL GATE

EQUIP

Matchline A/B

FORMER HAZARDOUS MATERIAL STORAGE AREA WITH RAISED CONTAINMENT

PIGMENT & INK TOTE STORAGE

OFFICE

ROLLUP DOOR

EMPTY TOTE STORAGE

AIR COMPRESSOR

PROCESSING WATER

STORAGE (2ND STORY MEZZANINE)

DISPERSANT TOTE STORAGE

STORAGE SILO

FORMER TANK PADS (LATEX AND BENZOFLEX TANKS)

WAREHOUSING

Matchline B/C

BOARD STACKER PIT

Matchline A/F

FORMER HAZARDOUS MATERIAL

CONCRETE BERM WITH

PROJECT MANAGER:	H.B.
PREPARED BY:	C.P.
CHECKED BY:	C.F.

Prepared By:

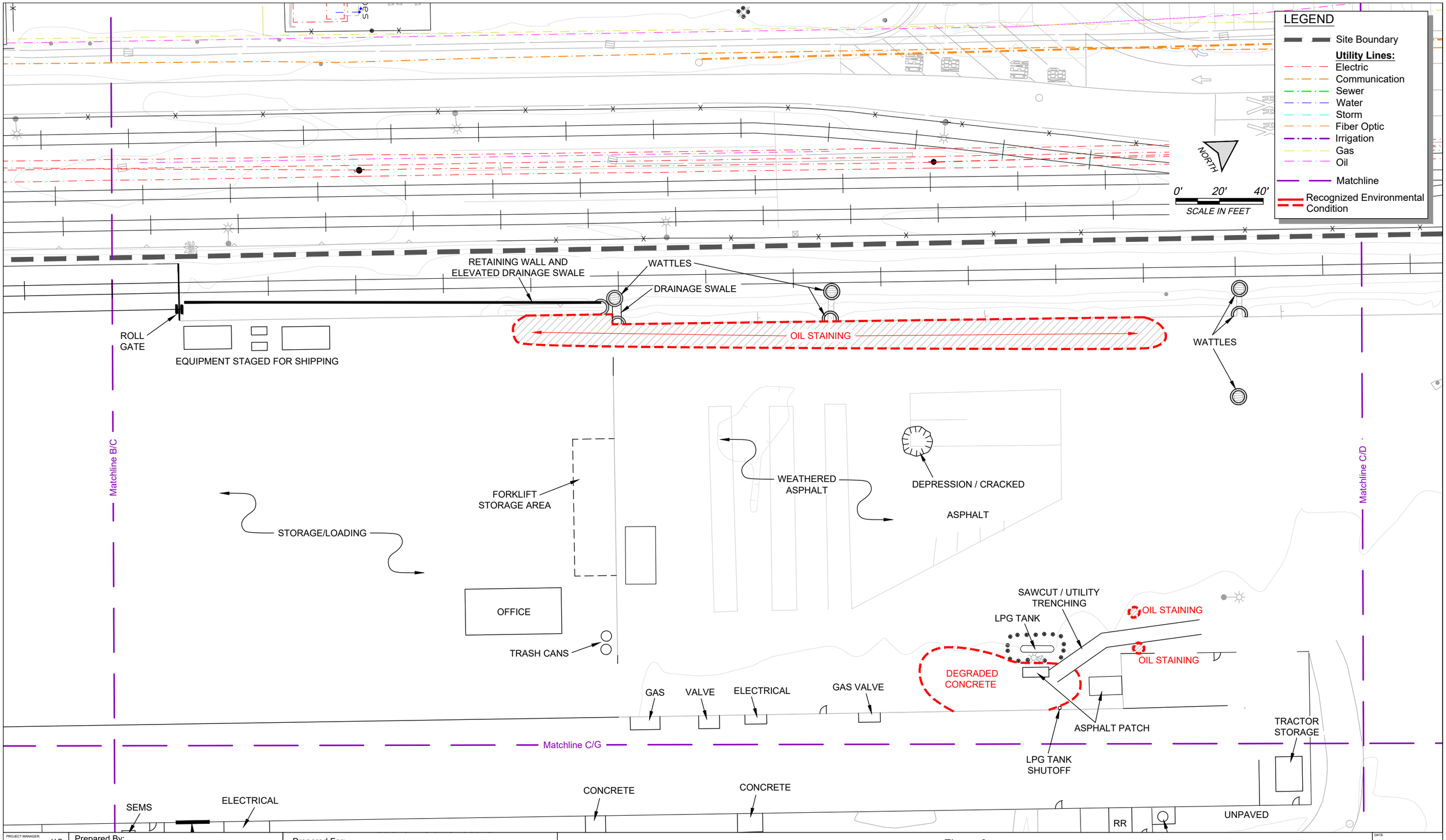
Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

Prepared For:

The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 3b
Site Features and Observations, Southwest Portion of Warehouse and Adjacent Areas
Gold Bond Lease

DATE	April 2025
SCALE	1"=40'
TC #	021711-25.11



PROJECT MANAGER:	H.B.
PREPARED BY:	C.P.
CHECKED BY:	C.F.

Prepared By:
Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

Prepared For:
Port of LONG BEACH THE PORT OF CHOICE
The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 3c
Site Features and Observations, Northwest Portion of Warehouse and Adjacent Areas
Gold Bond Lease

DATE	April 2025
SCALE	1"=40'
TC #	021711-25.11

LEGEND

- Site Boundary
- **Utility Lines:**
- Electric
- Communication
- Sewer
- Water
- Storm
- Fiber Optic
- Irrigation
- Gas
- Oil
- Matchline
- Recognized Environmental Condition

NORTH

0' 20' 40'

SCALE IN FEET

EDISON

Gate

IDLE OIL AND GAS WELL M601D

Pipes

PIER

EXCAVATION FOR UTILITY RELOCATION

GUARD SHACK

STEEL PLATES

PLUGGED STORM DRAIN

Matchline C/D

ELECTRICAL TRANSFORMER

PALM TREE (TYP.)

MECHANICAL ROOM WITH SUMP

OFFICE TRAILER

ASPHALT PARKING

OFFICE BUILDING (SEE FIGURES 3i, 3j,3k)

TREE (TYP.)

15

Headwall

DEGRADED ASPHALT / DEPRESSION

TRACTOR STORAGE

Matchline D/H

DUMPSTER

PROJECT MANAGER:	H.B.
PREPARED BY:	C.P.
CHECKED BY:	C.F.

Prepared By:
Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

Prepared For:
The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 3d
Site Features and Observations, Office Building and Adjacent Areas
Gold Bond Lease

DATE	April 2025
SCALE	1"=40'
TC #	021711-25.11

Matchline A/E

Matchline E/F

HEADWALL

OIL WELL

M631D

PIPE

DIESEL TANK

CONTAINMENT BERM

COVERED OPEN BAY STORAGE WITH CONTAINMENT BERM

DRUM STORAGE

DUMPSTER

TOTE STORAGE

WASTE OIL

TRANSFER HOUSE

RAW MATERIAL CONVEYOR

HAZARDOUS MATERIAL STORAGE AREA

CONCRETE

STORM DRAIN SWALE WITH WATTLES

Cleats

Pipe

Gate

LEGEND

- Site Boundary
- **Utility Lines:**
  - Electric
  - Communication
  - Sewer
  - Water
  - Storm
  - Fiber Optic
  - Irrigation
  - Gas
  - Oil
- Matchline
- Recognized Environmental Condition

NORTH

0' 20' 40'

SCALE IN FEET

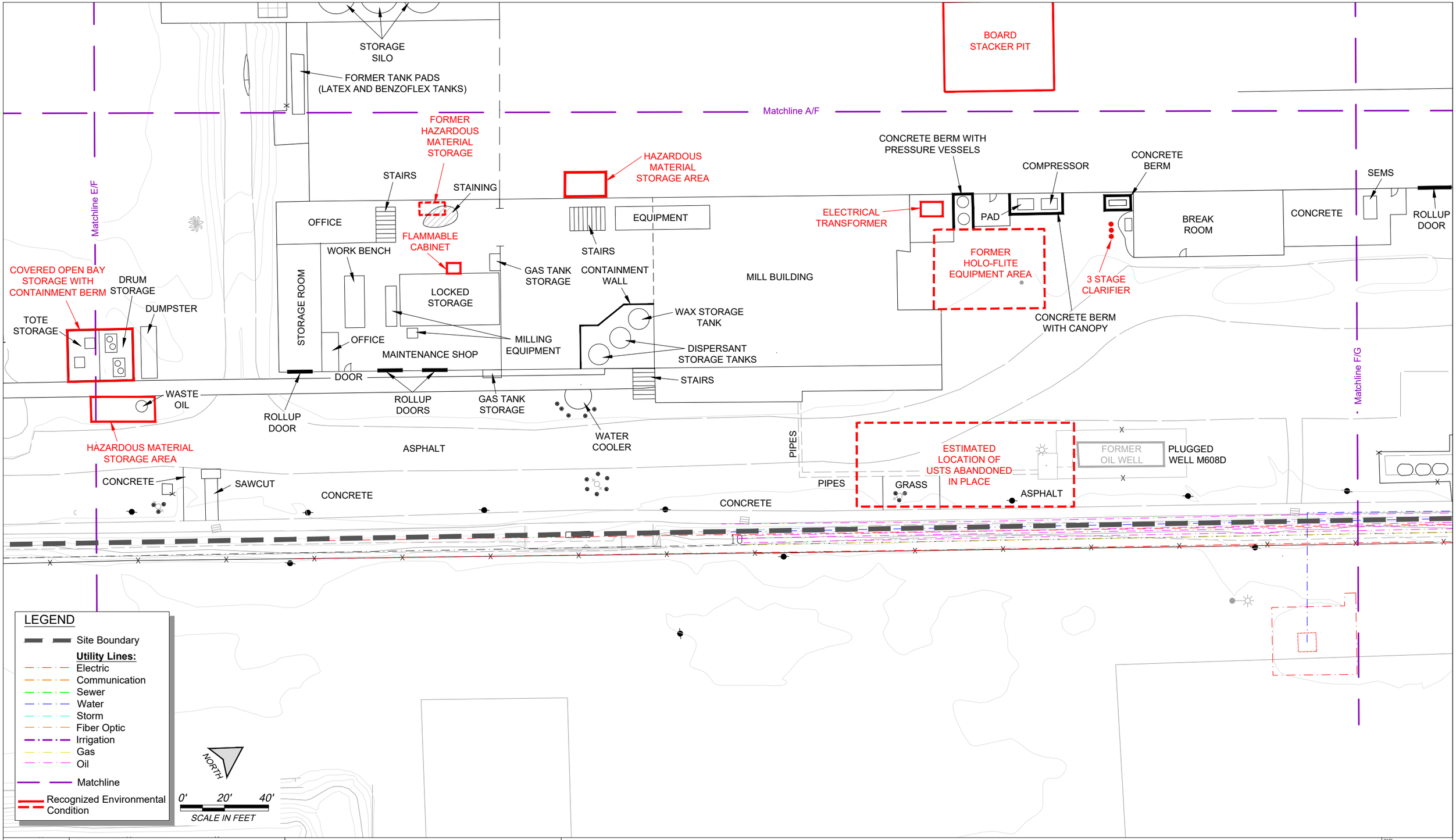
PROJECT MANAGER:	H.B.
PREPARED BY:	C.P.
CHECKED BY:	C.F.

Prepared By:
Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

Prepared For:
The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 3e
Site Features and Observations, East Portion of Storage Dome and Adjacent Areas
Gold Bond Lease

DATE	April 2025
SCALE	1"=40'
TC #	021711-25.11



PROJECT MANAGER:	H.B.
PREPARED BY:	C.P.
CHECKED BY:	C.F.

Prepared By:
Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

Prepared For:
The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 3f
Site Features and Observations, Southeast Portion of Warehouse and Adjacent Areas
Gold Bond Lease

DATE	April 2025
SCALE	1"=40'
TC #	021711-25.11

OFFICE

TRASH CANS

TRENCHING

LPG TANK

OIL STAINING

OIL STAINING

DEGRADED CONCRETE

GAS

VALVE

ELECTRICAL

GAS VALVE

ASPHALT PATCH

LPG TANK SHUTOFF

TRACTOR STORAGE

Matchline C/G

SEMS

ELECTRICAL

CONCRETE

CONCRETE

CONCRETE

UNPAVED

UNPAVED

RR

UNPAVED

CONCRETE

ROLLUP DOOR

AC

POWER POLE

RECYCLING BINS / SCRAP METAL WITH CANOPY

ASPHALT

ELECTRICAL

BREAK ROOM

PRESSURIZED VESSEL

ABANDONED CLARIFIER

3-STAGE CLARIFIER

Matchline F/G

Matchline G/H

VEGETATION

PARKING LOT

STORAGE AREA (UNPAVED)

Pipeway A

SCE SUBSTATION

LEGEND

- Site Boundary
- **Utility Lines:**
- Electric
- Communication
- Sewer
- Water
- Storm
- Fiber Optic
- Irrigation
- Gas
- Oil
- Matchline
- Recognized Environmental Condition

NORTH

0' 20' 40'

SCALE IN FEET

PROJECT MANAGER:	H.B.
PREPARED BY:	C.P.
CHECKED BY:	C.F.

Prepared By:

Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

Prepared For:

Port of LONG BEACH THE PORT OF CHOICE

The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 3g
Site Features and Observations, Northeast Portion of Warehouse and Adjacent Areas
Gold Bond Lease

DATE	April 2025
SCALE	1"=40'
TC #	021711-25.11

TRACTOR STORAGE

UNPAVED

15

Matchline D/H

DEGRADED ASPHALT / DEPRESSION

DUMPSTER

STEEL PLATES

WATERFLOOD INJECTION WELL

10-W

STOCKPILE AREA FOR UTILITY WORK

Matchline G/H

Pipes

Headwall

10

LEGEND

- Site Boundary
- **Utility Lines:**
- Electric
- Communication
- Sewer
- Water
- Storm
- Fiber Optic
- Irrigation
- Gas
- Oil
- Matchline
- Recognized Environmental Condition

NORTH

0' 20' 40'

SCALE IN FEET

PROJECT MANAGER:	H.B.
PREPARED BY:	C.P.
CHECKED BY:	C.F.

Prepared By:

Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

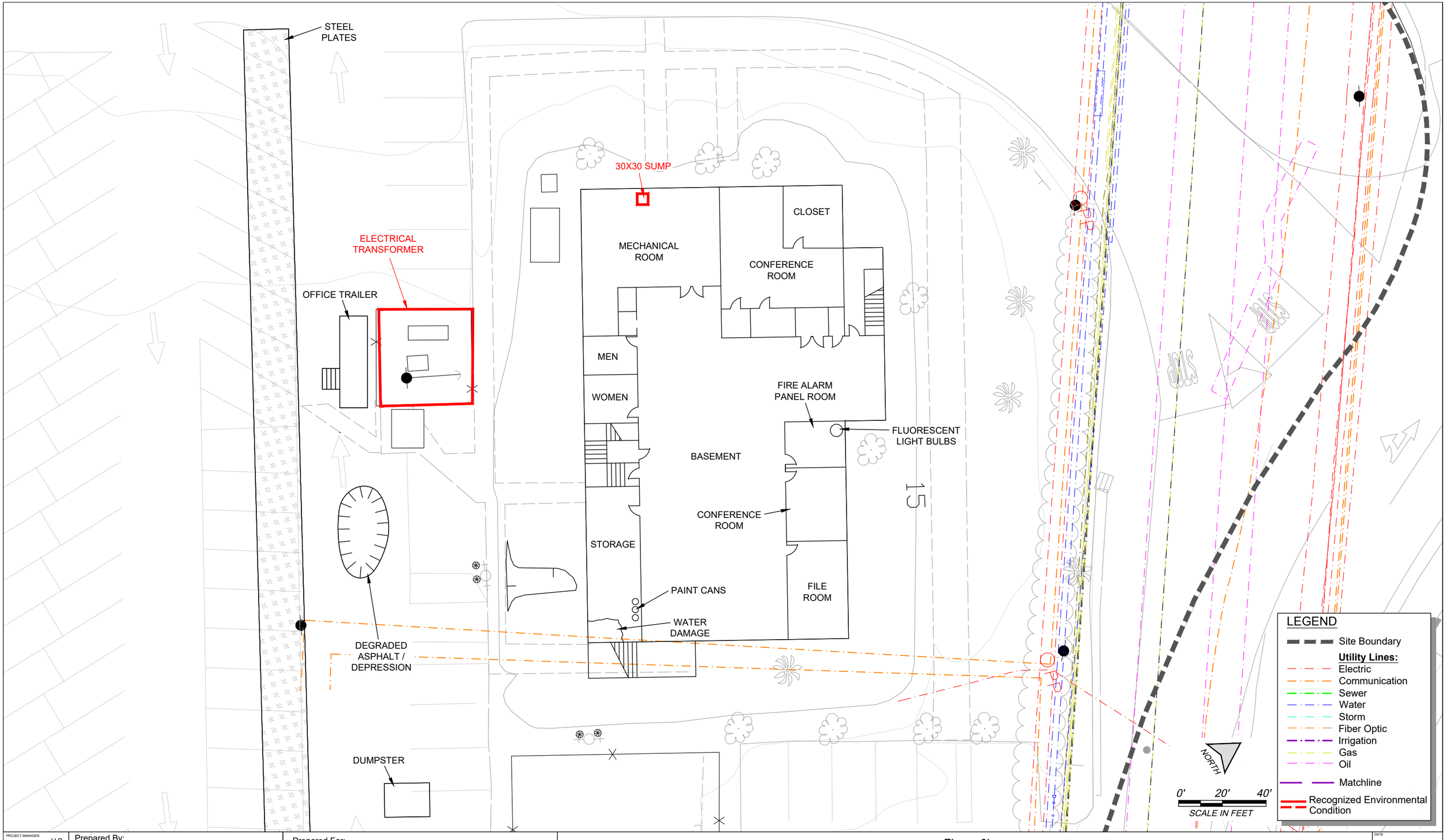
Prepared For:

Port of LONG BEACH THE PORT OF CHOICE

The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 3h
Site Features and Observations, Storage Yard and Adjacent Areas
Gold Bond Lease

DATE	April 2025
SCALE	1"=40'
TC #	021711-25.11



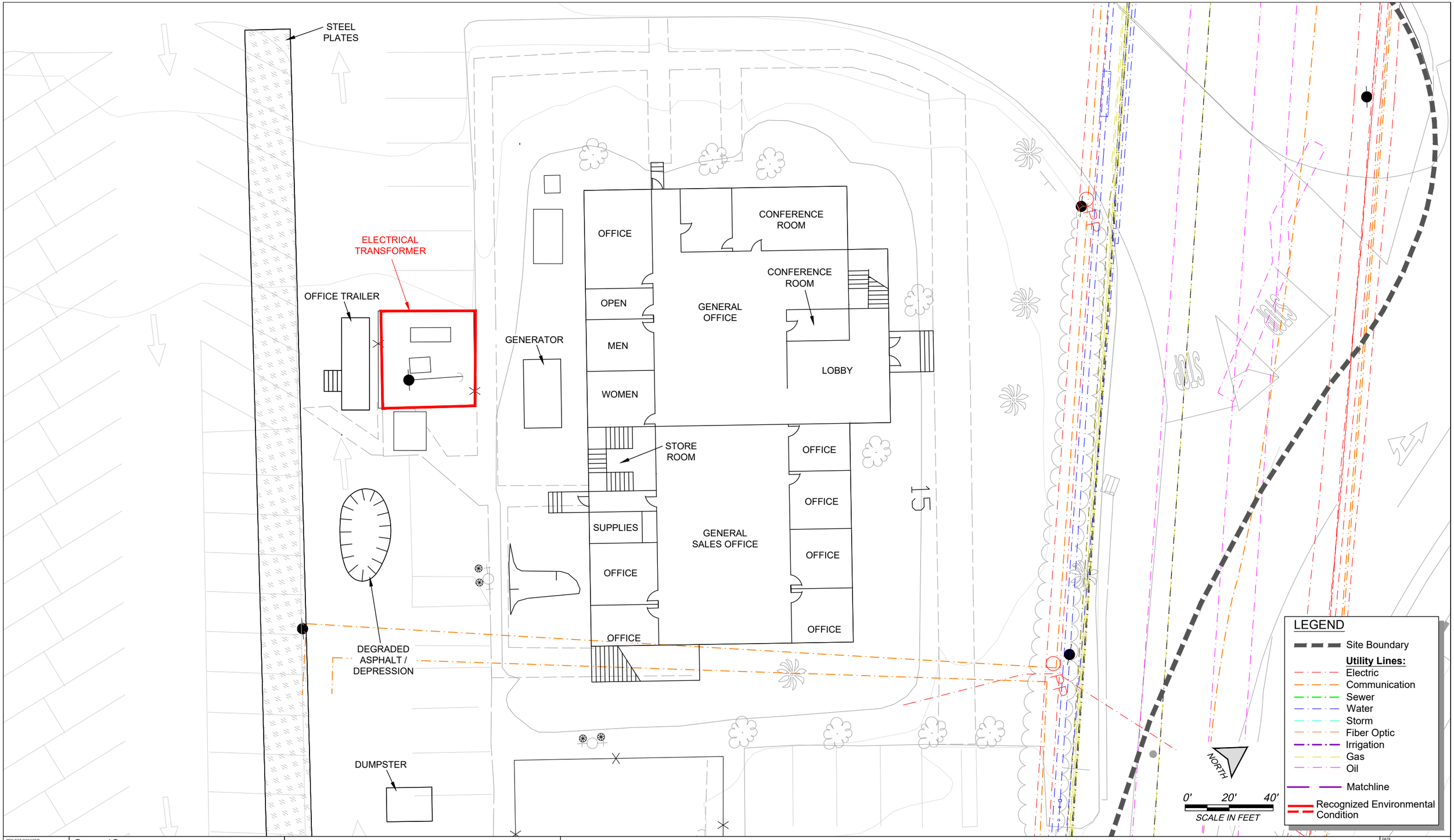
PROJECT MANAGER:	H.B.
PREPARED BY:	B.D.
CHECKED BY:	C.F.

Prepared By:
Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

Prepared For:
The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 3i
Site Features and Observations, Office Building Details - Basement
Gold Bond Lease

DATE	April 2025
SCALE	1"=20'
TC #	021711-25.11



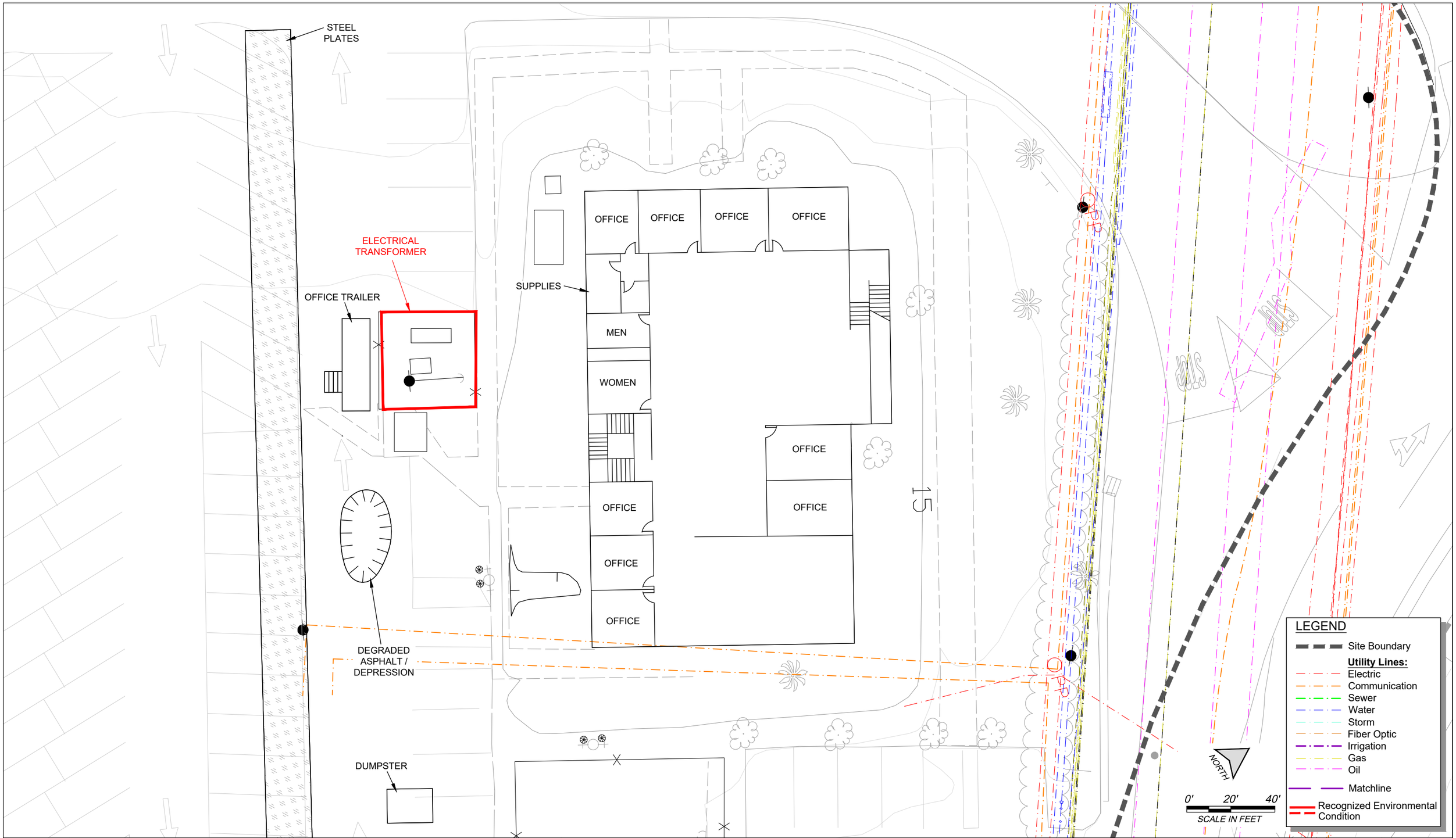
PROJECT MANAGER:	H.B.
PREPARED BY:	B.D.
CHECKED BY:	C.F.

Prepared By:
Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

Prepared For:
The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 3j
Site Features and Observations, Office Building Details - First Floor
Gold Bond Lease

DATE	April 2025
SCALE	1"=20'
TC #	021711-25.11



PROJECT MANAGER:	H.B.
PREPARED BY:	C.P.
CHECKED BY:	C.F.

Prepared By:
Tetra Tech
3475 E. Foothill Blvd.
Pasadena, California 91107

Prepared For:
The Port of LONG BEACH
415 W. Ocean Blvd.
Long Beach, CA 90802

Figure 3k
Site Features and Observations, Office Building Details - Second Floor
Gold Bond Lease

DATE	April 2025
SCALE	1"=20'
TC #	021711-25.11

Appendices to the Phase 1 Environmental Site Assessment are on file with the Port of Long Beach and available upon request.

Appendix D

Cultural Resources Assessment Report

GBBP GYPSUM WALLBOARD FACILITY DEMOLITION PROJECT, CITY OF LONG BEACH, CALIFORNIA

Cultural Resources Assessment Report

Prepared for
Port of Long Beach
415 W. Ocean Boulevard
Long Beach, California 90802

January 2025

ESA

GBBP GYPSUM WALLBOARD FACILITY DEMOLITION PROJECT, CITY OF LONG BEACH, CALIFORNIA

Cultural Resources Assessment Report

Prepared for:
Port of Long Beach
415 W. Ocean Boulevard
Long Beach, California 90802

January 2025

Prepared by:
ESA
633 W. 5th Street, Suite 830
Los Angeles, CA 90071

Cultural Resources Director:
Daniel Woodward, M.A. RPA

Principal Investigator:
James Clark, M.A., RPA

Report Authors:
Fatima Clark, B.A.
Antonette Hrycyk, M.S.

Project Location:
Long Beach (CA) USGS 7.5-minute Topographic Quad
Township 4 South, Range 13 West, Unsectioned

Acreage: Approx. 18 acres

633 West 5th Street
Suite 830
Los Angeles, CA 90071
213.599.4300
esassoc.com

Atlanta	Palm Beach County	San Diego
Bend	Pasadena	San Francisco
Irvine	Pensacola	San Jose
Los Angeles	Petaluma	Sarasota
Mobile	Portland	Seattle
Oakland	Rancho Cucamonga	Tampa
Orlando	Sacramento	Thousand Oaks

OUR COMMITMENT TO SUSTAINABILITY | ESA helps a variety of public and private sector clients plan and prepare for climate change and emerging regulations that limit GHG emissions. ESA is a registered assessor with the California Climate Action Registry, a Climate Leader, and founding reporter for the Climate Registry. ESA is also a corporate member of the U.S. Green Building Council and the Business Council on Climate Change (BC3). Internally, ESA has adopted a Sustainability Vision and Policy Statement and a plan to reduce waste and energy within our operations. This document was produced using recycled paper.

CONTENTS

Cultural Resources Assessment Report

Page

Executive Summary **ES-1**

Introduction **1**
- Project Location 1
- Project Description 4

Setting **5**
- Geologic Setting 5
- Precontact Setting 5
- Ethnographic Setting 7
- Historic Setting 7

Regulatory Framework **9**
- State 9
- Local 13

Archival Research **14**
- BERD Search 14
- City of Long Beach Historic Landmarks Search 14
- SCCIC Records Search 15
- Review of Additional Cultural Resources Reports not on File at SCCIC 17
- Sacred Lands File Search 18
- Historic Maps and Aerial Photographs 18

Pedestrian Survey **20**

Archaeological Sensitivity Assessment **20**
- Geologic Map Review 20
- Archaeological Sensitivity 21

Conclusions and Recommendations **21**

References **24**

List of Figures

Figure 1 Regional Location 2
Figure 2 Project Location 3
Figure 3 Overview of Project site (in red) as depicted in the 1923 topographic map, within portion of Channel No. 1 20
Figure 4 Overview of Project site (in red) developed with rail spur and structures, as depicted in the 1949 topographic map 20

List of Tables

Table 1 Previous Cultural Resources Investigations..... 15

Appendices

A. Personnel
B. Sacred Lands File Search

EXECUTIVE SUMMARY

GBBP Gypsum Wallboard Facility Demolition Project: Cultural Resources Assessment Report

Environmental Science Associates (ESA) has been retained by the Port of Long Beach (POLB) to conduct a cultural resources assessment for the Gold Bond Building Products (GBBP) Gypsum Wallboard Facility Demolition Project (proposed Project). GBBP operates a wallboard manufacturing facility at 1850 Pier B Street, Long Beach, California (Project site). However, GBBP's facility lease ended on November 30, 2024, and will not renew the lease. Consistent with the terms of the lease agreement, GBBP applied for a Harbor Development Permit to obtain approvals for the demolition of the Project site and to restore the site to its original condition, leaving the subject property undeveloped. The proposed Project is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) and the POLB is the lead agency pursuant to the California Environmental Quality Act (CEQA).

A records search for the Project site was conducted on May 16, 2024, at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The records search results indicate that 19 cultural resources studies have been conducted within a 0.5-mile radius of the Project site. Of the 19 previous studies, five studies encompassed portions or the entirety of the Project site. However, these studies did not include pedestrian surveys for archaeological resources and yielded negative results. The records search results also indicate that no archaeological resources have been previously recorded within the Project site or the 0.5-mile radius. The SCCIC's records also show that no historic architectural resources are recorded within the Project site or immediately adjacent. However, two historic architectural resources (P-19-190588 and -192309) are recorded within the 0.5-mile radius. Resource P-19-190588 consists of approximately 30 extant smokehouses located throughout the Port of Long Beach, while resource P-19-192309 is Southern California Edison Company's (SCE) Long Beach-Laguna Bell 60kV and 220kV transmission lines.

ESA also reviewed an additional cultural resources report titled *Section 106* (Section 106) *Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Rail Support Facility Project*, not available at the SCCIC. The Area of Potential Effects (APE) for the built environment encompassed the entirety of the current Project site, while its archaeological APE only covered a very small portion of the current Project site, along the westernmost periphery. As part of the Section 106 report, the current Project site (located at 1850 Pier B Street, Long Beach) was recorded as an ineligible property to the National Register of Historic Places. The pedestrian survey from this study did not yield archaeological resources within the Project site.

A Sacred Lands File (SLF) search conducted by the California Native American Heritage Commission (NAHC) on May 31, 2024, yielded negative results.

A pedestrian survey was not conducted because the Project site is fully developed and lacks ground surface visibility.

The archaeological sensitivity assessment concluded that there is a low potential for encountering subsurface precontact and historic-period archaeological resources at the Project site. Nonetheless, since the proposed Project includes ground disturbance, recommended mitigation measures (including procedures to follow in the unlikely event of the discovery of archaeological resources or human remains) are provided in the *Conclusions and Recommendations* section at the close of this report to reduce potential impacts to previously unknown archaeological resources and human remains to less than significant levels under CEQA.

GBBP GYPSUM WALLBOARD FACILITY DEMOLITION PROJECT

Cultural Resources Assessment Report

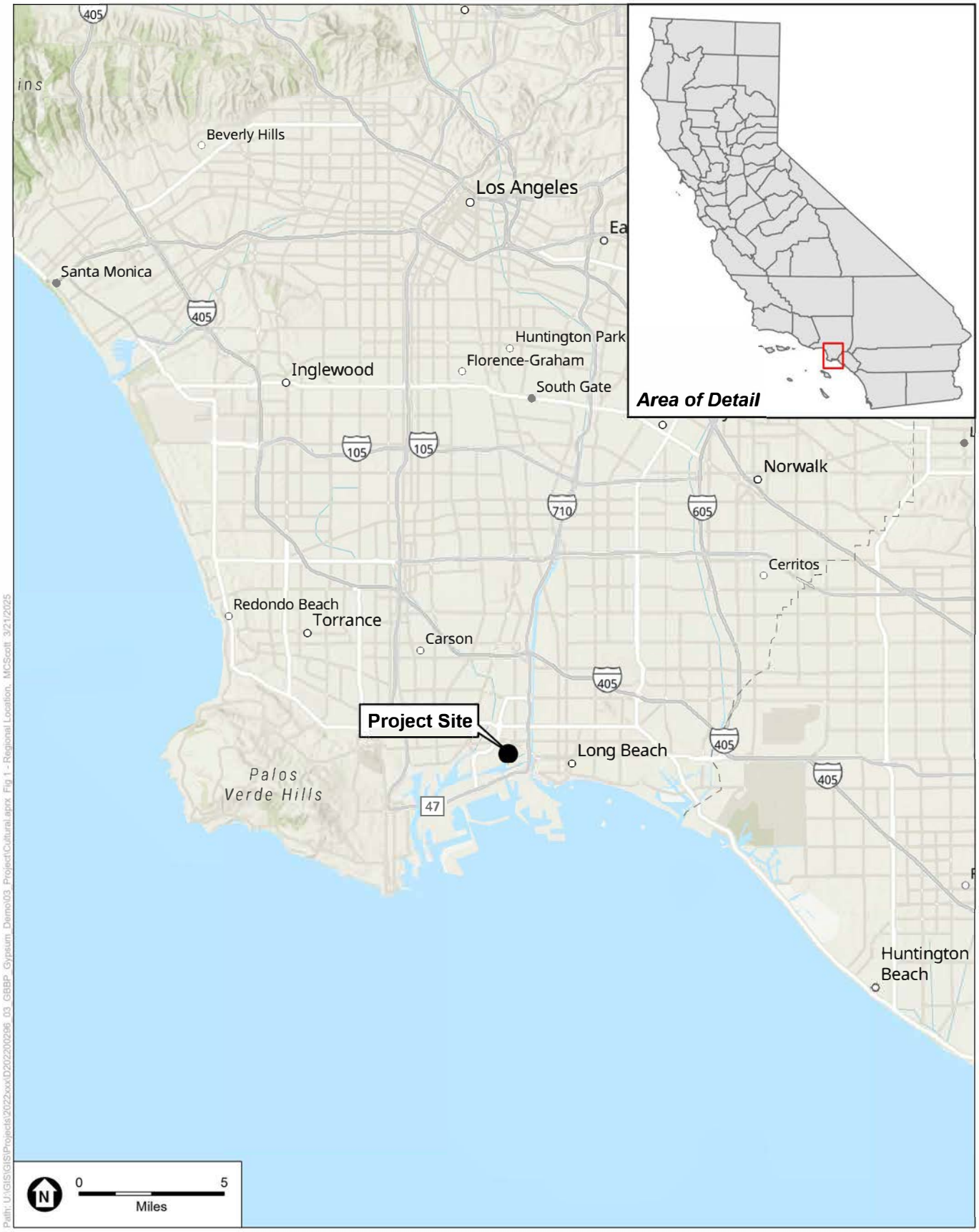
Introduction

Environmental Science Associates (ESA) has been retained by the Port of Long Beach (POLB) to conduct a cultural resources assessment for the Gold Bond Building Products Gypsum (GBBP) Wallboard Facility Demolition Project (proposed Project). GBBP currently operates an existing wallboard manufacturing facility (Project site), but the facility lease terminated on November 30, 2024. GBBP has elected not to renew the lease, and consistent with the terms of the lease agreement, on April 10, 2023, GBBP filed an application for a Harbor Development Permit (HDP-23-019) to obtain approvals for the demolition of the site and to restore the site to its original condition, leaving the subject property undeveloped. The proposed Project is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) and the POLB is the lead agency pursuant to the California Environmental Quality Act (CEQA).

ESA personnel involved in the preparation of this report are as follows: Daniel Woodward, M.A. RPA, Cultural Resources Director; James Clark, M.A., RPA, Principal Investigator; Shannon L. Papin, Architectural History Program Manager; Fatima Clark, B.A, report author; Antonette Hrycyk, report author; and Jessica McKay, GIS specialist. Resumes of key personnel are included in **Appendix A**.

Project Location

The Project site is located at 1850 Pier B Street, Long Beach, California (**Figure 1**). The facility is located on Assessor's Parcel Number (APN) parcel 7436-033-902 with the facility only occupying approximately 18 acres of the total APN area. The Project site is situated in an unsectioned portion of Township 4 South, Range 13 West on Long Beach, CA U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (**Figure 2**). Specifically, the Project site is located to the south of Pier B Street and to the east of Edison Avenue and north of the Inner Harbor. To the west of the Project site is the Petro-Diamond Terminal Co and Toyota Logistics Services and to the immediate east lies the Baker Cold Storage site (operated by Lineage Logistics) and Marathon Petroleum terminal beyond. To the south is the Inner Harbor and the north is the Pier B railroad sidings. The area surrounding the Project site comprises a mix of industrial oil and gas uses, cold storage and car storage facilities. The entire Project site is located within the POLB Harbor District.

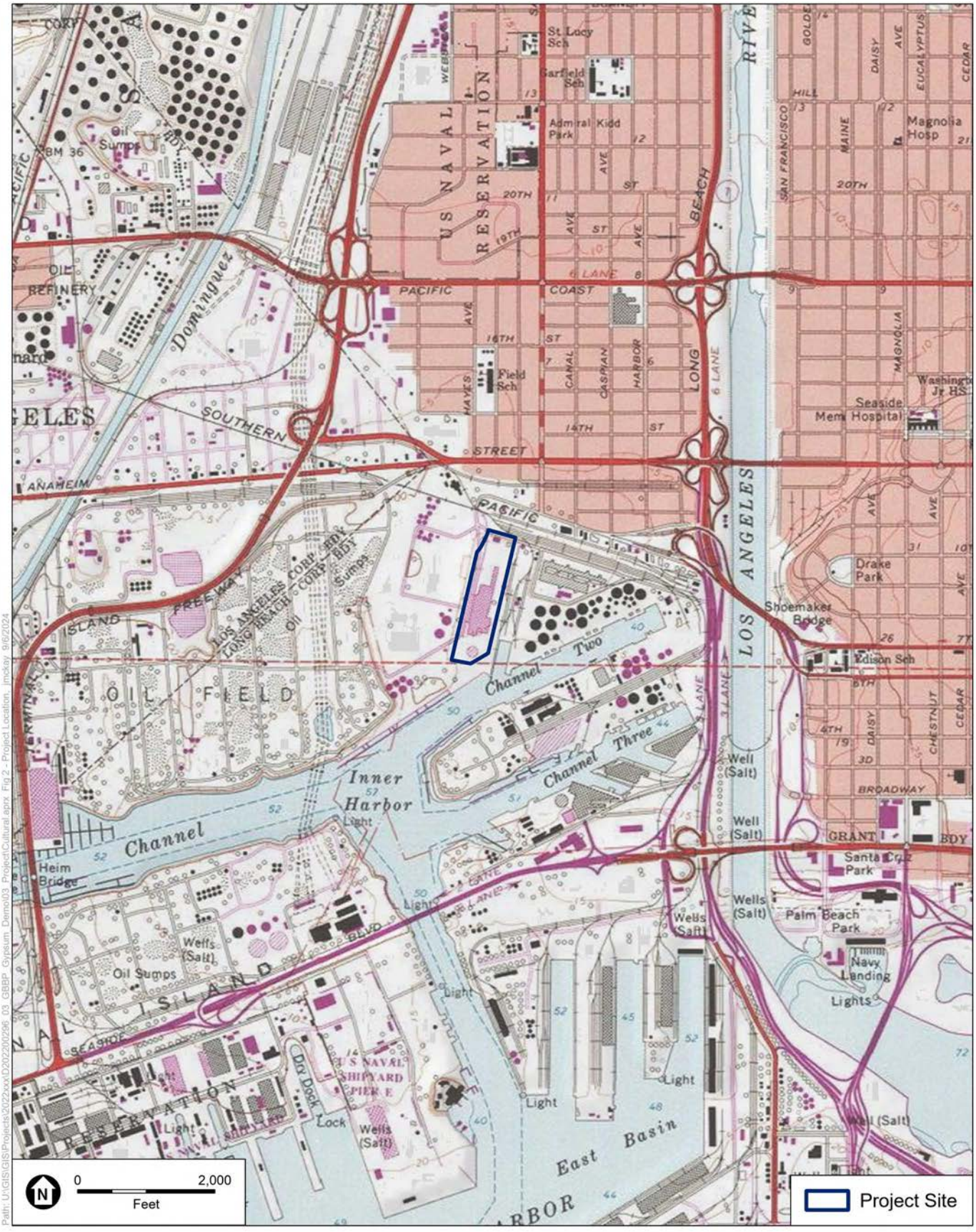


SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Wallboard Facility Demolition Project

Figure 1
Reginal Location

ESA



SOURCE: ESA, 2024; USGS Topo Quad Long Beach, 1982

GBBP Gypsum Wallboard Facility Demolition Project

Figure 2
Project Location

ESA

Project Description

In 1965, the National Gypsum Company entered into a Lease with the POLB to construct and operate a plant for the manufacture of gypsum products and other building and construction materials at the project site. On January 1, 2021, GBBP took over the manufacturing business at the subject property, and continued to perform gypsum board manufacturing. The facility lease terminated on November 30, 2024, and GBBP has elected not to renew the lease. Consistent with the terms of the lease agreement, on April 12, 2023, GBBP filed an application for a Harbor Development Permit (HDP-23-019) to obtain approvals for the demolition of the site and to restore the site to its original condition, leaving the subject property undeveloped. The POLB has no current redevelopment plans for the site. GBBP's Lease Agreement HD-01-71 requires GBBP to remove from the leased premises all improvements and all other property belonging to them and restore the leased premises to a condition to or superior to its conditions prior to the commencement of the lease.

The facility, which was constructed between 1964-1965, ceased operations in December 2024. The proposed Project would demolish all existing improvements on Lease HD-1701 with the exception of the onsite rail spur. Improvements to be removed/demolished include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison Company (SCE), foundations and other appurtenances. Relative to Lease HD-1702, the 650-foot-long wharf, GBBP will remove the support footings and overhead conveyor system from the wharf . There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the facility.

Prior to demolition of the site, GBBP will remove selected production equipment for use at other GBBP sites around the country. In addition, the gypsum rock stored in the rock storage building and reclaimed wallboard materials stored on the property were removed prior to the shutdown of the facility; the facility ceased manufacturing operations in December 2024. These activities are not associated with the demolition of the proposed Project.

The proposed Project will consist of building demolition activitiesand post demolition activities, outlined below.

Demolition Activities

Demolition activities required to return the site to its original condition would require the complete removal of all structures, appurtenances, paving, and vegetation on Lease HD-1701, and the removal of the support footings and overhead conveyor system from the wharf.

The proposed Project would involve the use of high-reach demolition excavators and would not involve any wrecking balls or explosives. The high-reach excavator has a long arm, which prunes rather than blasts existing structures and buildings. High-reach demolition excavators have a variety of attachments to break down the buildings and structures, and once these larger pieces are on the ground other equipment would be used to break down debris into smaller pieces suitable for truck transport from the site. Other equipment that would likely be used for demotion and site preparation include a combination

of concrete/industrial saws, rubber-tired bulldozers, graders, and loaders. Crews of up to 12 people per day would work over an 8-hour shift five days per week.

The demolition activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials that support the existing on-site facilities. In the event that contaminated soils are identified, those would be removed in accordance with applicable regulatory requirements.

Post Demolition

The site would remain in a permeable condition and the surface would be stabilized for erosion control to secure the soil and prevent stormwater runoff. The existing fencing would remain in place. Because there is no pending proposal for the project site, the site would remain in this condition subject to the property owner's determination for future use.

Setting

Geologic Setting

The Project Site is located in the Los Angeles Basin, a structural depression approximately 50 miles long and 20 miles wide in the northernmost Peninsular Ranges Geomorphic Province (Ingersoll and Rumelhart, 1999). The Los Angeles basin developed as a result of tectonic forces and the San Andreas fault zone, with subsidence occurring 18 to 3 million years ago (Mya) (Critelli et al., 1995). While sediments dating back to the Cretaceous (66 million years ago) are preserved in the basin, continuous sedimentation began in the middle Miocene (around 13 million years ago) (Yerkes et al., 1965). Since that time, sediments have been eroded into the basin from the surrounding highlands, resulting in thousands of feet of accumulation (Yerkes et al., 1965). Most of these sediments are marine, until sea level dropped in the Pleistocene and deposition of the alluvial sediments that compose the uppermost units in the Los Angeles Basin began.

The Los Angeles Basin is subdivided into four structural blocks, with the Project site occurring in the Central Block, where sediments range from 32,000 to 35,000 feet thick (Yerkes et al., 1965). The Central Block is wedge-shaped, extending from the Santa Monica Mountains in the northwest, where it is about 10 miles wide, to the San Joaquin Hills to the southeast, where it widens to around 20 miles across (Yerkes et al., 1965).

Precontact Setting

Based on recent research in the region (Homburg et al., 2014), the following precontact chronology has been divided into four general time periods: the Paleocoastal Period (12,000 to 8,000 Before Present [B.P.]), the Millingstone Period (8,000 to 3,000 B.P.), the Intermediate Period (3,000 to 1,000 B.P.), and the Late Period (1,000 B.P. to A.D. 1542). This chronology is manifested in the archaeological record by particular artifacts and burial practices that indicate specific technologies, economic systems, trade networks, and other aspects of culture.

Paleocoastal Period (12,000–8,000 B.P.)

While it is not certain when humans first came to California, their presence in Southern California by about 11,000 B.P. has been well documented. At Daisy Cave, on San Miguel Island, cultural remains have been radiocarbon dated to between 11,100 and 10,950 B.P. (Byrd and Raab, 2007). During this time period, the climate of Southern California became warmer and more arid and the human population, residing mainly in coastal or inland desert areas, began exploiting a wider range of plant and animal resources (Byrd and Raab, 2007).

Millingstone Period (8,000–3,000 B.P.)

During this time period, there is evidence for the processing of acorns for food and a shift toward a more generalized economy. The first evidence of human occupation in the Los Angeles area dates to at least 9,000 years B.P. and is associated with the Millingstone cultures (Wallace, 1955; Warren, 1968). Millingstone cultures were characterized by the collection and processing of plant foods, particularly acorns, and the hunting of a wider variety of game animals (Byrd and Raab, 2007; Wallace, 1955). Millingstone cultures also established more permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than 5,000 B.P. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region.

Intermediate Period (3,000–1,000 B.P.)

During this time period, many aspects of Millingstone culture persisted, but a number of socioeconomic changes occurred (Erlandson, 1994; Wallace, 1955; Warren, 1968). The native populations of Southern California were becoming less mobile and populations began to gather in small sedentary villages with satellite resource-gathering camps. Increasing population size necessitated the intensified use of existing terrestrial and marine resources (Erlandson, 1994). Evidence indicates that the overexploitation of larger, high-ranked food resources may have led to a shift in subsistence, towards a focus on acquiring greater amounts of smaller resources, such as shellfish and small-seeded plants (Byrd and Raab, 2007). This period is characterized by increased labor specialization, expanded trading networks for both utilitarian and non-utilitarian materials, and extensive travel routes. Although the intensity of trade had already been increasing, it now reached its zenith, with asphaltum (tar), seashells, and steatite being traded from Southern California to the Great Basin. Use of the bow and arrow spread to the coast around 1,500 B.P, largely replacing the dart and atlatl (Homburg et al., 2014). Increasing population densities, with ensuing territoriality and resource intensification, may have given rise to increased disease and violence between 3,300 and 1,650 B.P. (Raab et al. 1995).

Late Period (1,000 B.P.–A.D. 1542)

The Late Period is associated with the florescence of the Gabrielino, who are estimated to have had a population numbering around 5,000 in the pre-contact period. The Gabrielino occupied what is presently Los Angeles County and northern Orange County, along with the southern Channel Islands, including Santa Catalina, San Nicholas, and San Clemente (Kroeber, 1925). This period saw the development of elaborate trade networks and use of shell-bead currency. Fishing became an increasingly significant part

of subsistence strategies at this time, and investment in fishing technologies, including the plank canoe, are reflected in the archaeological record (Erlandson, 1994; Raab et al., 1995). Settlement at this time is believed to have consisted of dispersed family groups that revolved around a relatively limited number of permanent village settlements that were located centrally with respect to a variety of resources (Koerper et al., 2002).

Ethnographic Setting

The Project site is located in a region traditionally occupied by the Gabrielino Indians. The term "Gabrielino" is a general term that refers to those Native Americans who were administered by the Spanish at the Mission San Gabriel Arcángel. Their neighbors included the Chumash and Tataviam to the north, the Juaneño the south, and the Serrano and Cahuilla to the east. The Gabrielino are reported to have been second only to the Chumash in terms of population size and regional influence (Bean and Smith, 1978). The Gabrielino language is part of the Takic branch of the Uto-Aztecan language family.

At the time of Spanish contact, many Gabrielino practiced a religion that was centered around the mythological figure Chinigchinich (Bean and Smith, 1978). This religion may have been relatively new when the Spanish arrived and was spreading at that time to other neighboring Takic groups. The Gabrielino practiced both cremation and inhumation of their dead. A wide variety of grave offerings, such as stone tools, baskets, shell beads, projectile points, bone and shell ornaments, and otter skins, were interred with the deceased.

Coming ashore on Santa Catalina Island in October of 1542, Juan Rodriguez Cabrillo was the first European to make contact with the Gabrielino; the 1769 expedition of Portolá also passed through Gabrielino territory (Bean and Smith, 1978). Native Americans suffered severe depopulation and their traditional culture was radically altered after Spanish contact. Nonetheless, Gabrielino descendants still reside in the greater Los Angeles and Orange County areas and maintain an active interest in their heritage.

The nearest Gabrielino villages to the Project site are *Swaanga* and *Ahwaanga* (McCawley 1996).

Historic Setting

Spanish Period (A.D. 1542–1821)

Although Spanish explorers made brief visits to the region in 1542 and 1602, sustained contact with Europeans did not commence until the onset of the Spanish Period. In 1769 Gaspar de Portolá led an expedition from San Diego, passing through the Los Angeles Basin and the San Fernando Valley, on its way to the San Francisco Bay (McCawley, 1996). Father Juan Crespi, who accompanied the 1769 expedition, noted the suitability of the Los Angeles area for supporting a large settlement. This was followed in 1776 by the expedition of Father Francisco Garcés (Johnson and Earle, 1990).

In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples. Mission San Gabriel Arcángel was founded on September 8, 1771, and Mission San Fernando Rey de España on September 8, 1797. By the early 1800s, the majority of the surviving Gabrielino population had entered the mission system, either at San Gabriel or San Fernando. Mission life offered some degree of security in a time when traditional trade and political alliances were

failing and epidemics and subsistence instabilities were increasing (Jackson, 1999). This lifestyle change also brought with it significant negative consequences for Gabrielino health and cultural integrity.

On September 4, 1781, El Pueblo de la Reina de los Angeles was established not far from the site where Portolá and his men camped during their 1769 excursion, with a land grant of 28 acres issued to California Governor Felipe de Neve in 1781 (Gumprecht, 2001). The pueblo was first established in response to the increasing agricultural needs of Spanish missions and presidios in Alta California. The original pueblo consisted of a central square surrounded by 12 houses and a series of agricultural fields. Thirty-six fields occupied 250 acres between the town and the river to the east (Gumprecht, 2001).

By 1786, the flourishing pueblo attained self-sufficiency and funding by the Spanish government ceased. Fed by a steady supply of water and an expanding irrigation system, agriculture and ranching grew, and by the early 1800s the pueblo produced surplus wheat, corn, barley, and beans for export. A large number of livestock, including cattle and sheep, grazed in the surrounding lands (Gumprecht, 2001).

Mexican Period (A.D. 1821–1848)

Mexico gained its independence from Spain in 1821 (Gumprecht, 2001). Mexico promoted the settlement of California with the issuance of land grants. In 1833, Mexico began the process of secularizing the missions, reclaiming the majority of mission lands and redistributing them as land grants. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands would be returned to the Native populations, but this did not always occur (Milliken et al., 2009).

Many ranchos continued to be used for cattle grazing by settlers during the Mexican Period. Hides and tallow from cattle became a major export for Californios[1], many of whom became wealthy and prominent members of society. The Californios led generally easy lives, leaving the hard work to vaqueros[2] and Indian laborers (Pitt, 1994; Starr, 2007).

American Period (A.D. 1848–present)

Mexico ceded California to the United States as part of the Treaty of Guadalupe Hildalgo in 1848. California officially became one of the United States in 1850. While the treaty recognized right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, the claimant was required to prove their right to the land before a patent was given. The process was lengthy and generally resulted in the claimant losing at least a portion of their land to attorney's fees and other costs associated with proving ownership (Starr, 2007).

When the discovery of gold in northern California was announced in 1848, a huge influx of people from other parts of North America flooded into California and the population of Los Angeles tripled between 1850 and 1860. The increased population provided an additional outlet for the Californios' cattle. As demand increased, the price of beef skyrocketed and Californios reaped the benefits. However, a devastating flood in 1861, followed by droughts in 1862 and 1864, led to a rapid decline of the cattle industry; over 70 percent of cattle perished during these droughts (McWilliams, 1946; Dinkelspiel, 2008). These natural disasters, coupled with the burden of proving ownership, caused many Californios to lose

[1] Spanish speaking, Catholic persons of Latin American descent born in Alta California between 1769 and 1848

[2] Horsemen and cattle herders of Spanish Mexico and Alta California

their lands during this period. Former ranchos were subsequently subdivided and sold for agriculture and residential settlement (Gumprecht, 2001; McWilliams, 1946).

Los Angeles was connected to the transcontinental railroad via San Francisco on September 5, 1876 and the population again exploded. The city would experience its greatest growth in the 1880s when two more direct rail connections to the East Coast were constructed. The Southern Pacific completed its second transcontinental railway, the Sunset Route from Los Angeles to New Orleans, in 1883 (Orsi, 2005). In 1885, the Santa Fe Railroad completed a competing transcontinental railway to San Diego, with connecting service to Los Angeles (Mullaly and Petty, 2002). The resulting fare wars led to an unprecedented real estate boom. Despite a subsequent collapse of the real estate market, the population of Los Angeles increased 350 percent from 1880 to 1890 (Dinkelspiel, 2008). Los Angeles continued on its upward trajectory in the first few decades of the 20th century with the rise of tourism, automobile travel, and the movie industry (McWilliams, 1946).

Regulatory Framework

State

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at *Public Resources Code (PRC) Section 21000 et seq.* CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

The *CEQA Guidelines* (Title 14 California Code of Regulations [CCR] Section 15064.5) recognize that historical resources include: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the *CEQA Guidelines* apply. If an archaeological site does not meet the criteria for a historical resource contained in the *CEQA Guidelines*, then the site may be treated in accordance with the provisions of Section 21083, which is as a unique archaeological resource. As defined in Section 21083.2 of CEQA a "unique" archaeological resource is an archaeological artifact,

object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required. The *CEQA Guidelines* note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (*CEQA Guidelines* Section 15064.5(c)(4)).

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* Section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (*CEQA Guidelines* Section 15064.5(b)(1)). According to *CEQA Guidelines* Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

B. Account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards) (Grimmer, 2017) is considered to have mitigated its impacts to historical resources to a less-than-significant level (CEQA Guidelines Section 15064.5(b)(3)).

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate

which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register of Historic Places (National Register) criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a precontact or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

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

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the

remains are determined to be Native American in origin, the Coroner is required to contact the NAHC within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

California PRC Section 5097.98, as amended, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. The MLD has 48 hours from the time of being granted access to the site by the landowner to inspect the discovery and provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

California Government Code Sections 6254(r) and 6254.10

These sections of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency."

Assembly Bill 52 and Related Public Resources Code Sections

Assembly Bill (AB) 52 was approved by California State Governor Edmund Gerry "Jerry" Brown, Jr. on September 25, 2014. The act amended California PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 was to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal

cultural resources update to Appendix G of the CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency (PRC Section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation (PRC Sections 21080.3.1(d) and 21080.3.1(e)).

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21080.3.2(b)).

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the lead agency may certify an EIR or adopt an MND (PRC Section 21082.3(d)(2) and (3)).

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Local

City of Long Beach General Plan

The Historic Preservation Element of the City of Long Beach General Plan (2010) includes the following goals, as well as detailed policies and implementation measures.

> **Goal 1:** Maintain and support a comprehensive, citywide historic preservation program to identify and protect Long Beach's historic, cultural, and archaeological resources.

Goal 2: Protect historic resources from demolition and inappropriate alterations through the use of the City's regulatory framework, technical assistance, and incentives.

Goal 3: Maintain and expand the inventory of historic resources in Long Beach.

Goal 4: Increase public awareness and appreciation of the City's history and historic, cultural, and archaeological resources.

Goal 5: Integrate historic preservation policies into City's community development, economic development, and sustainable-city strategies.

Local Designation

The Long Beach Municipal Code (2.63.050) establishes criteria for designating local historic landmarks and landmark districts. A cultural resource may be recommended for designation as a Landmark if it retains integrity and manifests one or more of the following criteria:

A. It is associated with events that have made a significant contribution to the broad patterns of the City's history; or

B. It is associated with the lives of persons significant in the City's past; or

C. It embodies the distinctive characteristics of a type, period or method of construction, or it represents the work of a master or it possesses high artistic values;

D. It has yielded, or may be likely to yield, information important in prehistory or history.

A group of cultural resources may be recommended for designation as a Landmark District if it retains integrity as a whole and meets the following criteria:

A. The grouping represents a significant and distinguishable entity that is significant within a historic context.

B. A minimum of sixty percent (60%) of the properties within the boundaries of the proposed landmark district qualify as a contributing property.

Archival Research

BERD Search

ESA staff architectural historian Antonette Hrycyk reviewed the Build Environment Resource Directory (BERD) for the County of Los Angeles, maintained by the California Office of Historic Preservation on September 16, 2024. The results indicate that there are no previously documented historic resources located within the Project site or within 0.25-miles of the Project site. A 0.25-mile radius is a standard distance for identifying nearby historic resources in an urban environment that could potentially result in indirect impacts from development projects.

City of Long Beach Historic Landmarks Search

ESA staff architectural historian Antonette Hrycyk reviewed historic landmarks, objects, and historic districts designated by the City Council for the City of Long Beach on September 16, 2024. The results indicate that there are no previously locally designated historic landmarks, objects, or historic districts located within the Project site or within 0.25-miles of the Project site. A 0.25-mile radius is a standard

distance for identifying nearby historic resources in an urban environment that could potentially result in indirect impacts from development projects.

SCCIC Records Search

A records search for the Project site was conducted on May 16, 2024, at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The records search included a review of all recorded cultural resources (archaeological and historic architectural) and previous studies within the Project site and a 0.5-mile radius.

Previous Cultural Resources Investigations

The records search results indicate that 19 cultural resources studies have been conducted within a 0.5-mile radius of the Project site (**Table 1**). Approximately 100 percent of the 0.5-mile records search radius has been included in previous cultural resources assessments. Of the 19 previous studies, four (LA-2399, -4130, -10527, and -12808) appear to have encompassed the entirety of the Project site, while one other study (LA-12389) appears to have covered only portions of the Project site. In sum, no archaeological pedestrian surveys were conducted as part of these studies. These studies are described below Table 1.

TABLE 1
PREVIOUS CULTURAL RESOURCES INVESTIGATIONS

SCCIC#	Author	Title	Year
LA-00361	Stickel, Gary E.	*Environmental Impact Assessment Shell Oil Company Pipeline Pier E, Berth 118 to Wilmington Refinery*	1976
LA-02399*	Winman, Lois J. and E. Gary Stickel	*Los Angeles-Long Beach Harbor Areas Cultural Resource Survey*	1978
LA-02910	Stickel, Gary E.	*A Literature Search for Shipwrecks in the Los Angeles - Long Beach Harbors and at the US Naval Facility at Terminal Island*	1981
LA-03102	McCawley, William, John Romani, and Dana Slawson	*The Los Angeles County Drainage Area Subsequent Environmental Impact Report*	1994
LA-03384	Bell, Daniel A. and Warren Riess	*Final Report: Marine Archaeological Investigations of Berth 60 & 61, Port of Long Beach*	1989
LA-03385	Farnsworth, Paul S.	*A History of the Procter and Gamble Plant Long Beach, California 1931-1988*	1990
LA-04130*	Anonymous	*Los Angeles-Long Beach Harbors Landfill Development and Channel Improvement Studied Cultural Resources Appendix*	1984
LA-04625	Starzak, Richard	*Historic Property Survey Report for the Proposed Alameda Corridor From the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California*	1994
LA-06062	Sylvia, Barbara	*Highway Project to Cold Plane and Overlay With Rubberized Asphalt Concrete Type G on the Mainline and Ramps Along Route 710 Between the Pico Avenue Northbound On-ramp and the Route 1 Separation.*	2001
LA-07952	Livingstone, David M., McDougall, Dennis, Goldberg, Susan K., and Nettles, Wendy M.	*Trails to Rails: Transformation of a Landscape: History and Historical Archaeology of the Alameda Corridor, Volume 1*	2006
LA-08255	Arrington, Cindy and Nancy Sikes	*Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II*	2006

SCCIC#	Author	Title	Year
LA-08486	Farrell, Jenna	*Sound Energy Solutions Proposed C2 Ethane Pipeline for the Proposed Long Beach Lng Import Terminal, Cultural Resources Review*	2005
LA-09129	Strudwick, Ivan	*Cultural Resources Analysis for the Shoemaker Street Bridge Project in the City of Long Beach, Los Angeles County, California*	2007
LA-10524	Horne, Melinda C., M. Colleen Hamilton, and Susan K. Goldberg	*Alameda Corridor Project Treatment Plan for Historic Properties Discovered During Project Implementation, second draft. Addendum to Finding of Effect (February 21 1995; October 27, 1998)*	2000
LA-10527*	Weinman, Lois J.	*Los Angeles-Long Beach Harbor Areas Regional Cultural History, Los Angeles County, California*	1978
LA-11993	O'Neill, Laura	*Finding of No Adverse Effect for the Proposed Interstate 710 Corridor Project Between Ocean Boulevard and the State Route 60 Interchange*	2012
LA-12389*	Chasteen, Carrie	*Identification and Evaluation of Smokehouses Port of Long Beach Long Beach, Los Angeles County, California*	2012
LA-12808*	Chasteen, Carrie, Clark, Tiffany, Hanes, Richard, and Mirro, Michael	*Cultural Resources Study of the Wilmington Oil and Gas Field, Los Angeles County, California in Support of Analysis of Oil and Gas Well Stimulation Treatments in California Environmental Impact Report*	2014
LA-13274	Williams, Audry and Wendy L. Tinsley Becker	*Historical Resource Analysis Report / Historic Property Survey Report, Southern California Edison Company, Long Beach Steam Plant 66kV and 220kV Transmission Lines*	2016

SOURCE: SCCIC 2024

* Denotes studies within Project site

Study LA-2399

Study LA-2399, *Los Angeles-Long Beach Harbor Areas Cultural Resource Survey*, consisted of archival research and historical and archaeological overviews of Los Angeles and Long Beach Harbors. This study did not include an archaeological pedestrian survey within the Project site (Weinman and Stickel 1978).

Study LA-4130

Study LA-4130, *Los Angeles-Long Beach Harbors Landfill Development And Channel Improvement Studies Cultural Resources Appendix*, consisted of literature search and intensive survey of various portions of the harbor area. However, after further review, this study does not appear to have included an archaeological pedestrian survey within the Project site (Anonymous 1984).

Study LA-10527

Study LA-10527, *Los Angeles-Long Beach Harbor Areas Regional Cultural History*, is a duplicate of Study LA-2309 with minor variations. This study did not include an archaeological pedestrian survey within the Project site (Weinman 1978).

Study LA-12389

Study LA-12389, *Identification and Evaluation of Smokehouses Port of Long Beach,* consisted of a windshield survey of smokehouses in the Port of Long Beach. No archaeological pedestrian survey was conducted for the Project site (Chasteen 2012).

Study LA-12808

Study LA-12808, *Cultural Resources Study of the Wilmington Oil and Gas Field,* consisted of a records search and preparation of a cultural sensitivity model (reviewing historical and geologic maps, as well as archaeological sites in the vicinity). This study did not include an archaeological pedestrian survey within the Project site. The cultural sensitivity model indicates that there is a high potential to encounter archaeological resources within the Project site (Applied EarthWorks, Inc. 2014)

Previously Recorded Cultural Resources

The records search results indicate that no archaeological resources have been previously recorded within the Project site or within the 0.5-mile radius.

Review of the SCCIC search results, BERD, and the list of historic landmarks, objects, and historic districts designated by the City Council for the City of Long Beach indicate that no historic architectural resources have been previously recorded within or immediately adjacent to the Project site, nor are there any resources located within a 0.25-mile radius of the Project site. A 0.25-mile radius is a standard distance for identifying nearby historic resources in a dense, urban environment that could result in indirect impacts from development projects.

The SCCIC search revealed two historic architectural resources (P-19-190588 and -192309) are recorded within the 0.50-mile radius: Resource P-19-190588 consists of approximately 30 extant smokehouses located throughout the Port of Long Beach, some of which are outside the 0.50-mile radius (Chasteen, 2012b). Resource P-19-192309 is Southern California Edison Company's (SCE) Long Beach-Laguna Bell 60kV and 220kV transmission lines constructed in 1927-1928 (Williams, 2016). However, further analysis revealed that both P-19-190588 and P-19-192309 are both outside the 0.25-mile radius which is a standard distance for identifying nearby historic resources in a dense, urban environment.

Review of Additional Cultural Resources Reports not on File at SCCIC

ESA reviewed an additional cultural resources report titled *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Rail Support Facility Project* (Section 106) (ICF, 2020), not on file at the SCCIC. The Section 106 report consisted of the reconfiguration and expansion of the Pier B On-Dock Rail Support Facility. The ICF (2020) report shows that the Built Environment's Area of Potential Effects (APE) for the Pier B On-Dock Rail Support Facility encompassed the entirety of the current Project site, while its archaeological APE only covered a very small portion of the current Project site, along the westernmost periphery. The ICF (2020) report indicates that its "project footprint measures approximately 156 acres and is generally located within and adjacent to the existing rail corridors and yards between the Alameda Corridor subdivision and Dominguez Channel to the west, the Los Angeles River and Interstate 710 to the east, and W. Ocean Boulevard to the south. The built environment APE encompasses the project footprint (the archaeological APE), plus areas that could be affected by project activities…The built environment APE measures approximately 356 acres" (ICF, 2020: 20).

The results of the archival research and pedestrian survey for the Section 106 report yielded negative results for archaeological resources. The results of the built environment assessment indicated two

historic properties that are individually eligible for the National Register, and 34 ineligible properties are present within its built environment APE. The Project site (1850 Pier B Street) is one of the 34 ineligible properties reviewed during the ICF (2020) assessment. The property at 1850 Pier B Street contains the following: a small brick administrative building, a large industrial cargo warehouse/manufacturing plant, and a storage dome located south of the warehouse, and was constructed between 1964 and 1965 (ICF, 2020).

The two historic properties that are individually eligible from the 2020 report prepared by ICF are the Transit Shed at Berths D52-54, located at 555 North Pico Avenue, and the Southern California Edison (SCE) Long-Beach-Laguna Bell 60 Kv and 220kV transmission lines that connect the Big Creek Hydroelectric system and the Long Beach Steam Plant system. ESA reviewed the documentation included in the ICF (2020) reports and found that neither of these NR eligible properties are located within the 0.25-mile radius which is a standard distance for identifying nearby historic resources in a dense, urban environment that could potentially result in indirect impacts from development projects. The Transit Shed at Berths D52-54 located at 555 North Pico Avenue is located 0.60-miles to the east of the Project Site while the Southern California Edison (SCE) Long-Beach-Laguna Bell 60 Kv and 220kV transmission lines that connect the Big Creek Hydroelectric system and the Long Beach Steam Plant system passes 0.36-miles to the east of the Project Site at its closest point.

Sacred Lands File Search

The California Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on May 13, 2024, to request a search of the SLF. The NAHC responded to the request in a letter dated May 31, 2024, indicating that the SLF results were negative. However, the NAHC indicated that the absence of information in the SLF does not mean absence of cultural resources in a project area. The NAHC provided a list of Native American tribes and suggested contacting them (**Appendix B**). The POLB is conducting AB 52 consultation as part of the IS/MND.

Historic Maps and Aerial Photographs

Historic topographic maps and aerial photographs were examined to provide historical information about land uses of the Project site and to contribute to an assessment of the Project site's archaeological sensitivity. Available topographic maps include the 1896, 1899, 1902 Downey 15-minute quadrangles; the 1923 and 1925 Wilmington 7.5-minute quadrangles; and the 1949, 1964, and 1987 Long Beach 7.5-minute quadrangles (TopoView, 2024). Historic aerial photographs were available for the years 1939, 1944 (UCSB, 2024), 1953, 1963, 1972, 1980, 1997, 2009, 2018, 2022 (historicaerials.com, 2024), and 2024 (Bing Maps, 2024).

The topographic map from 1896, 1899, and 1902 show the Project site as undeveloped; however, a series of streams (which are associated with the Wilmington Lagoon, located approximately 1.75 miles to the west) are depicted immediately south and adjacent to the Project site. The Southern Pacific Railroad (SPRR) is observed approximately 100 feet to the north of the Project site. The 1923 and 1925 topographic maps depict the majority of the Project site (with the exception of the northernmost portion) as located within Channel No. 1 for the POLB. Channel No. 2 is observed as immediately southeast and adjacent to the Project site and Channel No. 3 is observed south of Channel No. 2 (**Figure 3**).

The 1939 aerial photograph shows the Project site as filled in and no longer within Channel No. 1. Instead, several circular tanks and oil derricks are observed throughout the Project site. The 1944 aerial photograph depicts only the northern portion of the Project site with a staging yard and a parking lot. Three small structures, one long rectangular structure, and the previous circular tanks (shown in the 1939 aerial photograph) are shown.

The 1949 historic topographic map depicts the Project site as mostly undeveloped with a rail spur running north-south along the eastern portion of the Project site and a dock on the southernmost portion. Several wells are observed throughout the Project site and two rectangular structures are depicted in the southwest portion of the Project site (**Figure 4**). One of these rectangular structures is the one originally depicted in the 1944 aerial photograph.

The 1953 aerial photograph continues showing the long rectangular structure (originally shown in the 1944 aerial photograph) along the southern portion, but the structures (from the 1944 aerial) along the central portion are no longer depicted. A few additional structures are observed immediately north and west of the long rectangular structure. No sign of a rail spur (as originally exhibited in the 1949 topographic map) is observed.

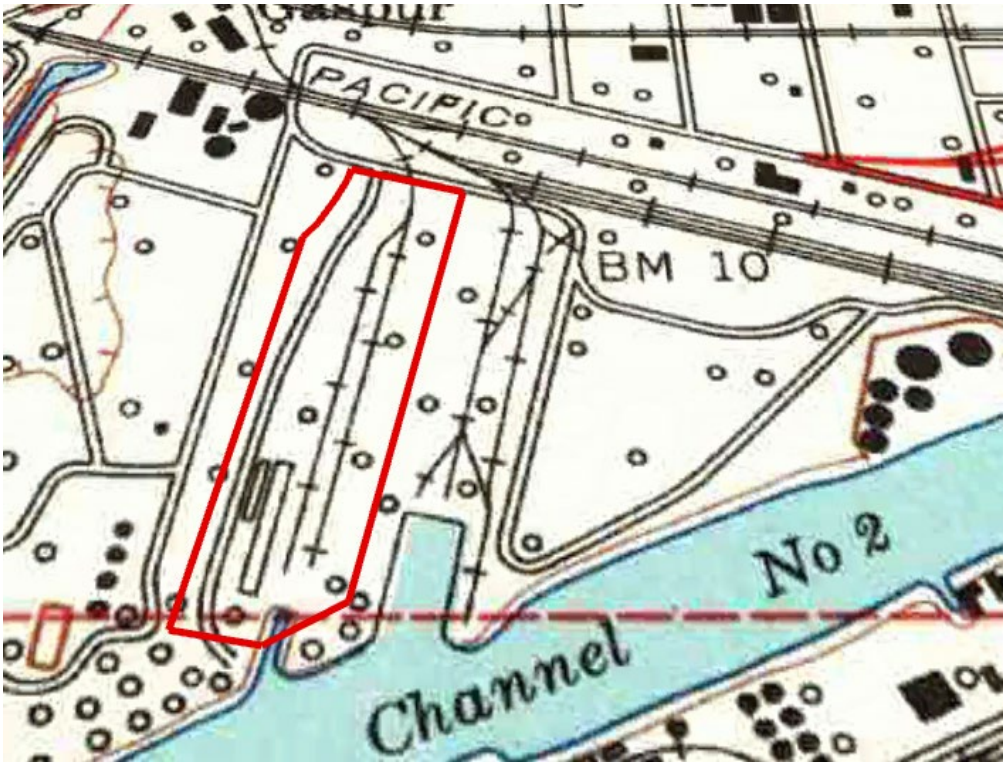
The 1963 aerial photograph shows the rectangular structure in the southern portion and a staging yard within the Project site, but no sign of a rail spur. The 1964 topographic map shows the Project site as undeveloped. The 1972 aerial photograph shows the Project site with all its current facilities. No major changes to the Project Site are observed in the 1980 aerial photograph. The 1987 topographic map depicts one railroad spur along the westernmost portion of the Project site. Additional offshoot spurs (from the main railroad spur depicted in the 1987 topographic map) are depicted in the 1997 aerial photograph. No major changes are observed in the 2009, 2018, 2022, and 2024 aerial photographs.



SOURCE: TopoView, 2024

Figure 3

Overview of Project site (in red) as depicted in the 1923 topographic map, within portion of Channel No. 1



SOURCE: TopoView, 2024

Figure 4

Overview of Project site (in red) developed with rail spur and structures, as depicted in the 1949 topographic map

Pedestrian Survey

As the Project site is fully developed and lacks ground surface visibility, a pedestrian survey was not conducted.

Archaeological Sensitivity Assessment

A desktop analysis was undertaken to assess the potential for the presence of subsurface archaeological resources within the Project site. Sources reviewed include the geologic map encompassing the Project site, and results of the archival research (including SCCIC and SLF results, and historic map and aerial photograph review).

Geologic Map Review

The local geology of the Project site is clearly shown on the surficial geological map of Bedrossian et al. (2012; plate 8). The southern part of the Project site is depicted as situated upon artificial fill (af) used to

create harbor infrastructure, while the northern part is depicted as located upon young alluvial fan deposits (Qyf) (Bedrossian et al., 2012).

Archaeological Sensitivity

Precontact Archaeological Analysis

Several Gabrielino villages are known to have been located in the vicinity of the Project site; the closest being *Swaanga* and *Ahwaanga*. However, the SCCIC records search and SLF search through the NAHC yielded negative results for archaeological resources within the Project Site. Additionally, the review of the geologic map and historic topographic maps/aerial photographs indicate that the majority of the Project site was once located within Channel No. 1 and now contains artificial fill. Nevertheless, a small portion of the Project site in the north is located within younger alluvium fan deposits (Qyf). The Holocene-age of this alluvium encompasses the partial human occupation within North America, and is, therefore, conducive to the preservation of subsurface precontact archaeological deposits. Nevertheless, historic-period and modern disturbances have occurred in the northern portion of the Project site, including use of the Project site as a staging yard and construction of an existing building, landscaping, and surface parking lot. These disturbances are likely to have displaced or removed archaeological deposits if they once existed within the northern Project site. Based on these factors, the entire Project site has a low potential for yielding buried precontact archaeological resources.

Historic Archaeological Analysis

Review of historic aerial photographs show that the Project site was once developed with several structures (including wells, tanks, oil derricks, and industrial structures) starting in the 1930s. However, by 1964, all structures had been removed from the Project site to make way for the current/existing structures. A railroad spur was observed in the 1949 topographic map along the eastern portion of the Project site, but historic aerials around the 1940s and 1950s do not depict a railroad spur within the Project site. A later historic topographic map (from 1987) does however show a modern railroad spur along the westernmost portion of the Project site. Based on these factors, the Project site appears to have a low potential for yielding buried historic-period archaeological resources.

Conclusions and Recommendations

As a result of this assessment, no historic resources were identified as being present within the Project Site. Review of the SCCIC search results, BERD, and the list of historic landmarks, objects, and historic districts designated by the City Council for the City of Long Beach indicate that no historic architectural resources have been previously recorded within the Project site or within .25-mile, therefore, the Project would result in **no direct or indirect impacts to historical resources**.

As a result of this assessment, no archaeological resources were identified as being present within the Project Site. Additionally, the archaeological sensitivity assessment indicates that there is a low potential for encountering buried archaeological resources (precontact and historic-period) within the Project site. Nonetheless, since the proposed Project includes ground disturbance, the following mitigation measures

are recommended in order to reduce potential impacts to previously unknown archaeological resources to less than significant levels under CEQA.

Mitigation Measure MM-CR-1: **Contractor Cultural Resources Training.** Applicant's contractor shall retain a qualified archeologist to provide archeological sensitivity training to all construction personnel prior to the commencement of any ground disturbing activities. Archeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity regulatory issues, and the proper protocol for the treatment of the materials in the event of an unanticipated discovery. Written confirmation of the archeological sensitivity training shall be submitted to the POLB Director of Environmental Planning at CEQA@polb.com within 30 days of the commencement of demolition activities.

Mitigation Measure MM-CR-2: Unanticipated Discovery. In the event potentially significant archaeological resources are encountered during earthmoving activities, the construction contractor shall cease such activity within fifty (50) feet of the affected area and notify the Applicant and the Port of Long Beach (POLB) Environmental Planning Division at (562) 283-7100 or CEQA@polb.com. Personnel of the project shall not collect or move any archaeological or associated materials. Applicant shall immediately retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for professional archaeology to evaluate the find in accordance with the provisions of CEQA Guidelines Section 15064.5(c)(f). Demolition activities shall not resume until the qualified archaeologist has made a determination on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource shall be prepared and implemented by the qualified archaeologist and submitted for review and comment to the POLB and any consulting Native American Tribe pursuant to Assembly Bill 52 prior to its implementation.

Within ninety (90) days of the discovery of any archaeological resource, Applicant shall engage the qualified archaeologist to prepare a report summarizing the description of any archeological resources unearthed, discussion of the significance evaluation and treatment of the resources, and results of the artifact processing, analysis, and research. Appropriate California Department of Parks and Recreation 523 Forms shall be appended to the report. The report shall be submitted electronically via email to the POLB Director of Environmental Planning at CEQA@polb.com. The qualified archaeologist shall submit the final report to the South Central Coastal Information Center within thirty (30) days of its acceptance by the POLB Director of Environmental Planning.

Mitigation Measure MM-CR-3: Unanticipated Discovery of Human Remains. In the event of the unanticipated discovery of human remains, contractors shall immediately cease all work activities in the area (within approximately 100 feet of the discovery) until it can be evaluated by the Los Angeles County Coroner. Contractor shall immediately notify the Applicant and the POLB Environmental Planning Division at (562) 283-7100 or CEQA@polb.com. Demolition activities shall not resume until the coroner has made their determination.

If the Los Angeles County Coroner determines that that discovery of human remains is of Native American descent, the coroner must notify the NAHC within twenty-four (24) hours. The NAHC shall then identify the person(s) thought to be the most likely descendant. The most likely descendant may, with the permission of the landowner or Applicant, or its authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the POLB and Applicant means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The most likely descendant shall complete their inspection and make their recommendation within forty-eight (48) hours of being granted access to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the Applicant shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the POLB and Applicant have discussed and conferred, as prescribed in this mitigation measure, with the most likely descendant regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The Applicant shall discuss and confer with the most likely descendant on all reasonable options regarding their preferences for treatment.

If the NAHC is unable to identify a most likely descendant, or the most likely descendant identified fails to make a recommendation, or the Applicant or POLB rejects the recommendation of the most likely descendant and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the POLB, the Applicant shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance.

Within ninety (90) days of the discovery of human remains, the Applicant shall prepare a report summarizing the results of discovery, any evaluations, and the steps taken pursuant to this mitigation measure. The report shall be submitted electronically via email to the Director of Environmental Planning at CEQA@polb.com.

References

Anonymous. 1984. *Los Angeles-Long Beach Harbors Landfill Development and Channel Improvement Studies, Cultural Resources Appendix.* Report on file at South Central Coastal Information Center.

Applied Earthworks, Inc. 2014. *Cultural Resources Study of the Wilmington Oil and Gas Field*, Los Angeles County, California. Report on file at South Central Coastal Information Center.

Bean, L.J., and C.R. Smith. 1978. Gabrielino, in *California*, edited by R.F. Heizer, pp. 538-549 Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

Bing Maps. 2024. 2024 aerial imagery for the GBBP Facility Demolition Project Site.

Byrd, Brian F., and L. Mark Raab. 2007. Prehistory of the Southern Bight: Models for a New Millennium, in *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L. Jones and Kathryn A. Klar, pp 215-227.

Chasteen, Carrie. 2012a. *Identification and Evaluation of Smokehouses, Port of Long Beach*, Long Beach, Los Angeles County, California. Report on file at South Central Coastal Information Center.

_____2012b. Department of Parks and Recreation form for P-19-190588. Form on file at South Central Coastal Information Center.

Critelli, S., P. Rumelhart, and R. Ingersoll. 1995. Petrofacies and Provenance of the Puente Formation (Middle to Upper Miocene), Los Angeles Basin, Southern California: Implications For Rapid Uplift And Accumulation Rates. J*ournal of Sedimentary Research* A65: 656-667.

Dinkelspiel, Frances. 2008. *Towers of Gold*, St. Martin's Press, New York.

Erlandson, Jon M. 1994. *Early Hunter-Gatherers of the California Coast*. Plenum Press, New York.

Gumprecht, Blake. 2001. *Los Angeles River: Its Life, and Possible Rebirth.* The Johns Hopkins University Press, Baltimore, 1999, Reprinted 2001.

Historicaerials.com. 2024. Historic aerials for the GBBP Facility Demolition Project for the years 1953, 1963, 1972, 1980, 1997, 2009, 2018, 2022.

ICF. 2020. *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Rail Support Facility Project, Long Beach, California.* Report prepared for United States Maritime Administration, Department of Transportation.

Ingersoll, R. V. and P. E. Rumelhart. 1999. Three-Stage Basin Evolution of the Los Angeles Basin, Southern California. Geology 27: 593-596.

Jackson, Robert H., Agriculture. 1999. Drought & Chumash Congregation in the California Missions (1782-1834), Articles, California Mission Studies Association Newsletter, 1999.

Jahns, R.H., ed., Bailey, T.L., Bear, T.L., Buwalda, J.P., Dibblee, T.W., Jr., Emery, K.O., Grant, U.S., Hertlein, L.G., Hewett, D.F., Hoots, H.W., Kleinpell, W.D., Noble, L.F., Schoellhamer, J.E., Vedder, J.G., Woodford, A.O., Wright, L.A., and Yerkes, R.F. 1954. Geology of the natural provinces. Plate 1: Geology of the Los Angeles basin (scale 1:95280). California Geological Survey, Bulleton 170, Chapter II.

Johnson, J. R., and D. D. Earle. 1990. Tataviam Geography and Ethnohistory. *Journal of California and Great Basin Anthropology*, Vol. 12, No. 2, pp. 191-214.

Koerper, H.C., R.D. Mason, and M.L. Peterson. 2002. Complexity, Demography, and Change in Late Holocene Orange County. In *Catalysts to Complexity: Late Holocene Societies of the California Coast*, edited by J.M. Erlandson and T.L. Jones, pp. 63-81. Perspectives in California Archaeology Volume 6. University of California, Los Angeles.

Kroeber, A. L. 1925. *Handbook of the Indians of California*. Dover Publications, Inc., New York, reprinted 1976.

McCawley, William. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*. Malki Museum Press, Banning, California.

McWilliams, Carey. 1946. *Southern California: An Island on the Land*. Gibbs Smith, Layton, Utah.

Milliken, Randall, Laurence H. Shoup, and Beverly R. Ortiz. 2009. *Ohlone/Costanoan Indians of the San Francisco Peninsula and their Neighbors, Yesterday and Today*, prepared by Archaeological and Historical Consultants, Oakland, California, prepared for National Park Service Golden Gate National Recreation Area, San Francisco, California, June 2009.

Pitt, Leonard. 1994. *The Decline of the Californios: A Social History of the Spanish-speaking Californians, 1846-1890*. University of California Press, Berkeley.

Raab, L. Mark, Judith F. Porcasi, Katherine Bradford, and Andrew Yatsko. 1995. Debating Cultural Evolution: Regional Implications of Fishing Intensification at Eel Point, San Clemente Island. *Pacific Coast Archaeological Society Quarterly* 31(3):3–27.

Starr, Kevin. 2007. *California: A History*. Modern Library, New York.

TopoView. 2024. Topographic maps for the GBBP Facility Demolition Project, including the 1896, 1899, 1902 Downey 15-minute quadrangles; the 1923 and 1925 Wilmington 7.5-minute quadrangles; and the 1949, 1964, 1987 Long Beach 7.5-minute quadrangles.

University of California Santa Barbara (UCSB). 2024. Frame Finder. Historic aerial photographs for the GBBP Facility Demolition Project years 1939 and 1944. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Wallace, W. J. 1955. A Suggested Chronology for Southern California Coastal Archaeology. *Southwestern Journal of Anthropology* 11(3):214-230.

Warren, C. N. 1968. Cultural Traditions and Ecological Adaptation on the Southern California Coast. *Archaic Prehistory in the Western United States*, edited by Cynthia Irwin-Williams. Eastern New Mexico University Contributions in Anthropology 1(3):1-14.

Weinman, Lois J. and Gary Stickel. 1978. *Los Angeles-Long Beach Harbor Areas Cultural Resource Survey*. On file at the South Central Coastal Information Center.

Weinman, Lois J. 1978. *Los Angeles-Long Beach Harbor Areas Regional Cultural History.* On file at the South Central Coastal Information Center.

Yerkes, R. F., T. H. McCulloh, J. E. Schollhamer, and J. G. Vedder. 1965. Geology of the Los Angeles Basin – An Introduction. Geological Survey Professional Paper 420-A.

Appendix A
Personnel

Fatima Clark

Archaeologist



EDUCATION

BA, Anthropology, California State University, Fullerton

17 YEARS' EXPERIENCE

LICENSES/ PERMITS

Field Director, Statewide, California BLM Cultural Resources Use Permit CA-21-27

CERTIFICATIONS/ REGISTRATION

Orange County Certified Archaeologist

HAZWOPER Certified

PROFESSIONAL AFFILIATIONS

Society for California Archaeology

Fatima has 17 years of hands-on archaeological experience and is practiced in project management and client and agency coordination. Her field experience is complimented by the course study and participation in numerous archaeological excavations in California, Arizona, and Peru. Fatima has written California Environmental Quality Act (CEQA)-level technical reports, Environmental Impact Report (EIR) sections, Initial Study sections, archaeological peer reviews, reports pursuant to California Department of Transportation (Caltrans) requirements, and archaeological monitoring reports. She is also experienced in performing archaeological testing, site recordation, laboratory analysis, pedestrian surveys, records searches through several California Historical Resources Information Systems-Information Centers, and monitoring for a wide variety of projects, including mixed-use, residential, and energy, water, and road infrastructure projects. In addition to her archaeology background, Fatima has been cross-trained in conducting paleontological surveys and monitoring and has co-authored and managed associated reports.

Relevant Experience

Metropolitan Water District (MWD) of Southern California, Inland Feeder-Foothill Pump Station Intertie Project, Highland, CA. Paleontological Resources Lead. Fatima contributed with the paleontological resources report and paleontological resources section of the IS/MND for the Project. To enhance Metropolitan's water delivery flexibility in response to drought conditions and limited State Water Project allocations, MWD proposed two new pipeline connections between the Inland Feeder and the San Bernardino Valley Municipal Water District (SBVMWD)-Inland Feeder Interconnection Line 1 and SBVMWD's Foothill Pump Station.

Department of Water Resources (DWR), Perris Dam Emergency Release Facility Project, Perris, CA. *Project Manager.* Fatima is currently managing the archaeological monitoring for the Project located in the city of Perris. The Project is modifying the existing emergency release structure for the Perris Dam and will construct a water conveyance facility to connect with the Perris Valley Channel in the event DWR executes an emergency drawdown to drain the reservoir.

Coachella Valley Water District (CVWD), Water Reclamation Plant No. 4 Non-Potable Water Improvements Project, Thermal (Unincorporated Riverside County), CA. Project Manager. Fatima managed the preparation of the cultural resources assessment report pursuant to CEQA and Section 106. The proposed project would involve upgrading treatment at WRP 4 to initially distribute 1 million gallons per day (MGD) of non-potable recycled water for irrigation, with planned expansion to 10 MGD.

Los Angeles Department of Water and Power (LADWP), Fort Independence Travel Plaza Power Project, Independence (Owens Valley), CA. *Project Manager.* Fatima managed the coordination with LADWP, pedestrian survey, archival research, recordation

of resources, and preparation of the cultural resources assessment in compliance with CEQA. LADWP proposes to install 13 new temporary poles, one (1) anchor, and replace one (1) existing pole for a 34.5 kVline extension to provide power during construction of a new Travel Center at 141 N. Highway 395 in Fort Independence, Inyo County, California.

San Manuel Band of Mission Indians, Sand Canyon Flood Control Permitting Project, San Bernardino County, CA. *Archaeologist.* Fatima was in charge of preparing the cultural resources assessment in compliance with Section 106. Fatima also conducted the pedestrian survey. The San Manuel Band of Mission Indians is considering taking over operation and maintenance of a concrete-lined channel and debris basin (known as Sand Creek) along Sand Canyon, within unincorporated San Bernardino County.

Santa Margarita Water District (SMWD), San Juan Watershed Project, San Juan Capistrano and Dana Point, CA. *Project Manager/Archaeologist.* Fatima managed the cultural resources assessment report and EIR section for the project compliant with CEQA and Section 106 of the National Historic Preservation Act. The project is to be constructed in multiple phases. The first phase (Phase I) would include installation of three rubber dams and control buildings within San Juan Creek. Subsequent phases include additional dams within San Juan Creek and Arroyo Trabuco, recycled water recharge facilities, and additional upgrades to existing groundwater recovery facilities.

California Water Service Company, Palos Verdes Peninsula Water Reliability Project, Palos Verdes Peninsula. *Archaeological/Paleontological Monitor/Cultural Lead.* Fatima prepared the Phase I Cultural resources assessment pursuant to CEQA, conducted the archaeological and paleontological monitoring (which led to the identification and salvage of numerous fossils from the Monterey Formation), and prepared the archaeological and paleontological monitoring report for the Project. The project proposed the construction of new potable water pipelines and a new booster pump station to replace the current water distribution system serving the Palos Verdes Peninsula, which had reached its useful service life, and improve overall system reliability.

Irvine Ranch Water District (IRWD), Syphon Reservoir Geotechnical Investigations MND, Orange County, CA. *Archaeological/Paleontological Monitor.* Fatima conducted the archaeological and paleontological monitoring for the project and was the main author of the monitoring report. The project proposed geotechnical explorations consisting of exploratory test pits, borings, abutment trenches, and a seismic trench at the Syphon Reservoir to characterize the subsurface conditions of the soil.

Storm Properties, Inc. Storm Hill Lane Project, Rolling Hills, CA. *Project Manager.* Fatima managed the day-to-day coordination for the monitoring and preparation of the archaeological/paleontological monitoring report pursuant to CEQA. As a result of the monitoring, several fossils were identified and these are currently being analyzed. The Project requires the reconstruction and expansion of Storm Hill Lane from the currently addressed and developed lot at 4 Storm Hill Lane to the three undeveloped lots.

California Department of Transportation, La Costa Chevron, Encinitas, CA. *Project Manager.* Fatima led the archaeological services for the La Costa Chevron Project in Encinitas, which addressed Chevron-created erosion onto a Caltrans right-of-way. Because of the project site's location within a recognized archaeological site, Caltrans required an Extended Phase I (XPI) archaeological excavation to determine the presence or absence of archaeological deposits (and their horizontal and vertical extent) where the drainage improvements were expected to occur. Managing the company's role as a subcontractor to a larger engineering firm, Fatima coordinated with the prime consultant, the Native American groups in the area, and Caltrans. She was in charge of conducting archaeological testing, served as the primary author of the XPI, prepared the Environmentally Sensitive Area Action Plan and the Historic Resources Compliance Report.

James J. Clark, RPA

Senior Archaeologist



EDUCATION

MA, Museum Studies, New York University

BA, Ancient Near Eastern Civilizations (Egyptology), Minor, Anthropology, University of California Los Angeles

24 YEARS' EXPERIENCE

CERTIFICATIONS/ REGISTRATION

Registered Professional Archaeologist, #16586

Meets Secretary of the Interior's PQS for Archaeology

United States Department of Agriculture Organics Act Permit, Principal Investigator

California BLM Permit, Principal Investigator

Meets Caltrans PQS for Principal Investigator

PROFESSIONAL AFFILIATIONS

Society of California Archaeology

Society of Black Archaeologists

James Clark is a Senior Archaeologist with over two decades of experience working in California, as well as the U.S. Northeast and Southeast. James provides technical oversight, expertise, and quality assurance for cultural resources support services, including survey, testing, data recovery, and monitoring projects. He has conducted numerous cultural resource studies for local, state, and federal agencies, as well as private utility companies and corporate entities pursuant to Sections 106 and 110 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act, and the California Environmental Quality Act. James is experienced in Native American coordination and compliance with California Assembly Bill 52. He is also experienced in archaeological curation and collections rehabilitation (36 CFR 79) and is proficient in several collections management and database applications including Gallery Systems/The Museum System, Microsoft Access, and SQL.

James meets the Secretary of the Interior's Professional Qualification Standards for Archaeology (i.e., 36 Code of Federal Regulations Part 61) and is a Registered Professional Archaeologist. Further, he also meets the California Department of Transportation (Caltrans) Professionally Qualified Staff standards at the level of Principal Investigator and is also named on permits to perform archaeological studies for a number of federal, state, and local agencies as well as Native American tribes.

Relevant Experience

Eastern Municipal Water District, San Jacinto Valley Enhanced Recharge and Recovery Project: Extraction Wells Archaeological and Paleontological Monitoring, San Jacinto, **Riverside County, CA.** *Senior Archaeologist.* Implementation of a Cultural Resource Mitigation and Monitoring Plan requiring archaeological and paleontological monitoring during construction-related ground disturbance for the San Jacinto Extraction Wells Project for CEQA compliance. James co-authored and provided senior review the technical report.

Orange County Water District, South Basin Groundwater Protection Project Cultural Resource Assessment, Orange County, CA. *Senior Archaeologist.* Cultural Resource Assessment in support of a Program Environmental Impact Report for the South Basin Groundwater Protection Project within specific sections of Santa Ana, Irvine, and Tustin, CA for CEQA compliance. James coordinated all aspects of the assessment as well as co-authored and provided senior review of the technical report.

James J. Clark, RPA (Continued)

Senior Archaeologist

Southern California Edison, Rush Creek Hydroelectric System FERC Relicensing Project #1039, **Inyo National Forest, Mono County, CA.** *Project Manager.* James coordinated the implementation of the archival research and fieldwork components of the project's Technical Study Plans for archaeological and built environment resources within the proposed APE for the Undertaking. Archival research entailed record searches at the Eastern Information Center and the Inyo National Forest office and an examination of germane documents from various repositories and on-line databases; fieldwork involved an intensive Class III inventory of the project APE. James also participated in project stakeholder meetings, as well as coordinated the preparation of separate Technical Study Reports (TSRs) which included preliminary NRHP eligibility recommendations for resources identified within the APE.

Southern California Edison, Ivanpah-Control Transmission Line Rating Remediation (TLRR) 15 Sites National Register of Historic Places and California Register of Historic Resources Eligibility Evaluations, **Inyo County, CA.** *Principal Investigator*. James coordinated the implementation of the project research design for the testing of 15 sites (prehistoric, historical period, and multicomponent) for NRHP and CRHR eligibility. In addition to coordinating testing fieldwork, he also supervised artifact analysis (including obsidian hydration and sourcing) and performed senior review of the technical report and its Department of Parks and Recreation 523 series site form appendix.

Naval Facilities Engineering Command (NAVFAC) SW Division, **Post-Fire Archeological Survey of 2,645 Acres, Naval Weapons Station Seal Beach, Detachment Fallbrook, CA.** *Principal Investigator.* This project entailed NRHP Section 110 Class III Inventory of 2,645 acres at Naval Weapons Station Seal Beach, Detachment Fallbrook. James coordinated, co-authored, and provided senior review the project work plan, research design, safety plan, technical report, and Department of Parks and Recreation 523 series site forms. James also supervised the fieldwork phase of the project.

National Park Service, Scorpion Pier Replacement Project, Santa Cruz Island, Channel Island National Park, **Santa Barbara County, CA.** *Principal Investigator.* As required per a 2017 Programmatic agreement between the NPS and the California State Historic Preservation Office, this project involved archaeological and osteological monitoring during construction-related ground disturbance at Scorpion Pier, Channel Island National Park for NHPA Section 106 compliance. James coordinated monitoring fieldwork and co-authored the technical report.

Property One, LLC. Redlands Packing House District Phase 2, Distillery, Coffee Shop, and Mixed-Use Retail Cultural Resources Investigations, Redlands, CA. *Project Manager.* This project entailed preconstruction and construction cultural resources monitoring, mechanical stripping, trenching, and testing at various parcels overlaying historic Chinatown (i.e., CA-SBR-5314H) and Sonora town in Downtown Redlands, California. James coordinated all phases of fieldwork, ethnographic interviews w/community stakeholders, artifact analysis, and technical report writing.

Naval Facilities Engineering Command (NAVFAC) SW Division, Archaeological Survey of a Portion of the Wilcox Ranch Properties for the Cultural Resources Program, Travis Air Force Base, Solano County, CA. *Principal Investigator.* The project involved an NHPA Section 106 Class III cultural resources inventory of 271- acres of privately owned land in support of a potential land exchange with Travis AFB. James coordinated, co-authored, and provided senior review of the project work plan, research design, safety plan, and technical report. James also supervised the fieldwork phase of the project.

Antonette M. Hrycyk

Architectural Historian



EDUCATION

MS, Museum and Field Studies, The University of Colorado-Boulder

Graduate Coursework, History, San Diego State University

BS, Anthropology/ Comparative Studies, The Ohio State University

CA Teaching Credential, Multiple Subject, Special Education

AICP Preparation Course

San Diego County Water Authority Citizens Water Academy

13 YEARS' EXPERIENCE

PROFESSIONAL AFFILIATIONS

Society of Architectural Historians, Member

American Planning Association, Member

AWARDS

Museum Student Research Award, 2013

Antonette is an architectural historian with a background in academic research, museum collections, exhibit design, educational outreach, and urban planning. Her work with historic research and cultural heritage in California has included authoring and contributing research to historic contexts statements, historic resource assessments, National and California Register Nominations, and visitor studies of museums and public history sites, in addition to extensive archival research and coordiating large-scale surveys for historic resource inventories. Antonette applies an intersectional lens and her understanding of historic patterns of development to inform evaluation assessments of historic resources in the Southern California area, with a focus in the Greater Los Angeles area and San Diego County.

Relevant Experience

Santa Felicia Dam Cultural Resources Survey, Ventura County, CA *Architectural Historian* Antonette, serving as the historic resource technical lead for this project, is assisting in the development of a Survey Plan of Work to support compliance with Section 106 of the NHPA and existing FERC Historic Properties Management Plan. Additionally, Antonette will serve as a co-author of the future Class III Inventory Project and HPMP 5-year update.

Castaic Dam High Intake Tower Bridge Retrofit Project, Castaic, CA *Architectural Historian* As co-author of the Cultural Resources report, Antonette provided development history of the infrastructure of the dam and associated features as a part of on-going seismic retrofitting projects, a Section 106 impacts analysis, and recommendations of future evaluations to streamline largescale projects for the Metropolitan Water District.

Castaic Dam Instrumentation Rehabilitation Project, Castaic, CA *Architectural Historian* Antonette served as primary author of the Cultural Resources Technical Memorandum in support of a CEQA NOE, coordinating a streamlined memorandum incorporating archaeological and built environment resource survey, resource evaluations, and impacts.

California Aqueduct Subsidence Program (CASP), San Joaquin and San Luis Field Divisions, Kern County, CA *Architectural Historian* Antonette provided research, field support, and authorship of sections of Cultural Resources Inventory Reports for Pools 17, 18, 20, 21, 24, and 31 of the California Aqueduct in support of the CASP's long-term management of the NR-eligible California Aqueduct under CEQA and NEPA.

Control Gorge Modular Homes Historic Resources Assessment, Bishop & Los Angeles, CA. *Architectural Historian.* Antonette was the primary researcher and author of this unique assessment which looked at the structures associated with the Control Gorge Hydroelectric Plant, owned and operated by LADWP. Antonette constructed a full site chronology of the Control Gorge Site and wrote a detailed historical context of the Owens Gorge Hydroelectric Project. This project, though located in Bishop, California, the Subject

Antonette M. Hrycyk (Continued)

Architectural Historian

Property was evaluated under LAHCM criteria as it has been continuously owned, improved, and operated by LADWP, in addition to being inextricably tied to the development of Los Angeles' power supply. Though the research determined the assessed structure to not be significant, recommendations for future potential districts were included in the HRA.

Lake Elsinore Historic Resources Inventory Update and Historic Context Statement, Lake Elsinore, CA *Deputy Project Manager*. Antonette designed the methodology and is coordinating ESA's update to the Lake Elsinore Historic Resource Inventory, created in 1991. This effort involves a systematic historic survey of over 3000 parcels within the City of Lake Elsinore and its sphere of influence, documentation of any potentially historic structures, and a re-evaluation of all structures previously evaluated. Antonette has worked closely with ESA's GIS team to streamline survey methodology using ArcGIS FieldMaps and iPads in the field, in addition to developing a comprehensive database to facilitate efficient preparation of necessary DPR forms. In addition, Antonette will serve as lead author of the City's first Historic Context Statement.

West San Gabriel Valley Area Plan Historic Context Statement, Los Angeles County, CA. *Architectural Historian.* Antonette was the lead researcher and author of the Historic Context Statement for seven unincorporated communities within the West San Gabriel Valley Planning Area. Involving archival research, windshield surveys, and on-going collaboration with the Los Angeles County Department of Planning, the Historic Context Statement is a history of eight planning areas with widely varied histories and provides a framework for future historic assessments within these unincorporated areas. In addition, Antonette was a contributor to the Historic Preservation Element of the West San Gabriel Area Plan.

Julian-Ramona-Borrego Springs Broadband Project, San Diego and Imperial Counties, CA *Architectural Historian* Antonette is part of the Cultural Resources team providing design support and alignment suggestions for a broadband project in order to avoid impacts to listed and potential historic resources.

San Manuel Ancestral Land Exchange Section 106 Cultural Resources Evaluation, San Bernadino National Forest, San Bernadino County, CA *Architectural Historian*. Antonette served as the lead historic researcher and author of a combined Cultural Resources Evaluation Assessment for eight resources on parcels as a part of a land exchange between the US Forest Service and the Yuhaaviatam of San Manuel Nation. These included a NR evaluation of the California Register-listed Arrowhead Landmark, which was recommended eligible for the National Register under Criterion A for its association with the development and civic identity of the City of San Bernadino, in addition to eligibility as a Traditional Cultural Property for its importance to the Yuhaaviatam of San Manuel Nation.

Burbank Airport Flight Path, Section 106, Los Angeles and Ventura Counties *Architectural Historian*. Antonette assisted on this large-scale analysis of the potential impacts of the change in flight path at the Burbank Airport on all listed historic resources underneath. Antonette's use of GIS and mapping skills in addition to integrity analysis assisted and streamlined the overall impacts assessment.

Santa Monica Airport Conversion, Santa Monica, CA *Architectural Historian* Antonette provided the development history of the Santa Monica Airport in preparation for its eventual decommissioning and conversion to a public park. Antonette's history and interpretation recommendations calls attention to the significant events which occurred at SMA, with a particular emphasis on women's aviation history and innovations by Douglas Aircraft Company.

Appendix B
Sacred Lands File Search

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
Serrano

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok, Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

May 31, 2024

Fatima Clark
ESA

Via Email to: fclark@esassoc.com

Re: Gold Bond Building Products Gypsum Facility Demolition-D202200296.03 Project, Los Angeles County

To Whom It May Concern:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

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

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Los Angeles County
5/31/2024

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Gabrieleno Band of Mission Indians - Kizh Nation	N	Andrew Salas, Chairperson	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	8/18/2023
Gabrieleno Band of Mission Indians - Kizh Nation	N	Christina Swindall Martinez, Secretary	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	8/18/2023
Gabrieleno/Tongva San Gabriel Band of Mission Indians	N	Anthony Morales, Chairperson	P.O. Box 693 San Gabriel, CA, 91778	(626) 483-3564	(626) 286-1262	GTTribalcouncil@aol.com	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	12/4/2023
Gabrielino Tongva Indians of California Tribal Council	N	Christina Conley, Cultural Resource Administrator	P.O. Box 941078 Simi Valley, CA, 93094	(626) 407-8761		christina.marsden@alumni.usc.edu	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	3/16/2023
Gabrielino Tongva Indians of California Tribal Council	N	Robert Dorame, Chairperson	P.O. Box 490 Bellflower, CA, 90707	(562) 761-6417	(562) 761-6417	gtongva@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	3/16/2023
Gabrielino/Tongva Nation	N	Sandonne Goad, Chairperson	106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012	(951) 807-0479		sgoad@gabrielino-tongva.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	3/28/2023
Gabrielino-Tongva Tribe	N	Sam Dunlap, Cultural Resource Director	P.O. Box 3919 Seal Beach, CA, 90740	(909) 262-9351		tongvatcr@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	5/30/2023
Gabrielino-Tongva Tribe	N	Charles Alvarez, Chairperson	23454 Vanowen Street West Hills, CA, 91307	(310) 403-6048		Chavez1956metro@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	5/30/2023
Juaneno Band of Mission Indians Acjachemen Nation - Belardes	N	Joyce Perry, Cultural Resource Director	4955 Paseo Segovia Irvine, CA, 92603	(949) 293-8522		kaamalam@gmail.com	Juaneno	Los Angeles,Orange,Riverside,San Bernardino,San Diego	3/17/2023
Juaneno Band of Mission Indians Acjachemen Nation 84A	N	Heidi Lucero, Chairperson, THPO	31411-A La Matanza Street San Juan Capistrano, CA, 92675	(562) 879-2884		jbmian.chairwoman@gmail.com	Juaneno	Los Angeles,Orange,Riverside,San Bernardino,San Diego	3/28/2023
Santa Rosa Band of Cahuilla Indians	F	Steven Estrada, Tribal Chairman	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	sestrada@santarosa-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	4/8/2024
Santa Rosa Band of Cahuilla Indians	F	Vanessa Minott, Tribal Administrator	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	vminott@santarosa-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	4/8/2024
Soboba Band of Luiseno Indians	F	Joseph Ontiveros, Tribal Historic Preservation Officer	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-5279	(951) 654-4198	jontiveros@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023
Soboba Band of Luiseno Indians	F	Jessica Valdez, Cultural Resource Specialist	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-6261	(951) 654-4198	jvaldez@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023
Soboba Band of Luiseno Indians	F	Isaiah Vivanco, Chairperson	P.O. Box 487 San Jacinto, CA, 92581	(951) 654-5544	(951) 654-4198	ivivanco@soboba-nsn.com	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Gold Bond Building Products Gypsum Facility Demolition-D202200296.03 Project, Los Angeles County.

Record: PROJ-2024-002822
Report Type: List of Tribes
Counties: Los Angeles
NAHC Group: All

Appendix E
Energy Calculations

Energy Calculations- Construction

Source	MT CO2	
Total GHG from Diesel Use	693.77	
Total GHG from Gasoline Use	16.07	709.84
Onroad GHG from diesel use	221.64	
Offroad Equipment GHG from diesel use	472.13	

Notes:
Values taken from EMFAC 2025 Onroad Modelling of Gold Bond Building Products LLC Wallboard Facility Demolition Project

CO2 from diesel fuel combustion* =		10.21	kg of CO2/gallon of diesel
CO2 from gasoline fuel combustion* =		8.78	kg of CO2/gallon of gasoline
Conversion	1 MT =	1000	kg

Notes:

*Emissions factors per The Climate Registry 2024 Default Emission Factors (Table 2.1 - US Default Factors for Calculating CO2 Emissions from Combustion of Transport Fuels)

Source	Fuel Use (gal)	
onroad diesel	21,708.0	
offroad diesel	46,241.9	
total diesel consumption	**67,949.9**	
total gasoline consumption (workers)	**1,830.0**	Total gallons

Los Angeles County			Percent of Annual Project Compared to Los Angeles County
Source	**Fuel Type**	**Gallons**	
Workers	Gasoline	3,039,000,000	0.00006%
Off-Road/Vendor/Haul Trucks	Diesel	443,400,000	0.0153%

Appendix F

Natural History Museum of Los Angeles County Records Search Request

626 Wilshire Boulevard
Suite 1100
Los Angeles, CA 90017
213.599.4300 phone
213.599.4301 fax

esassoc.com

May 13, 2024

Natural History Museum of Los Angeles County
Vertebrate Paleontology
900 Exposition Blvd
Los Angeles, CA 90007

Subject: Request for a Paleontological Records Search for the Gold Bond Building Projects (GBBP) Gypsum Facility Demolition (D202200296.03)

To whom it may concern:

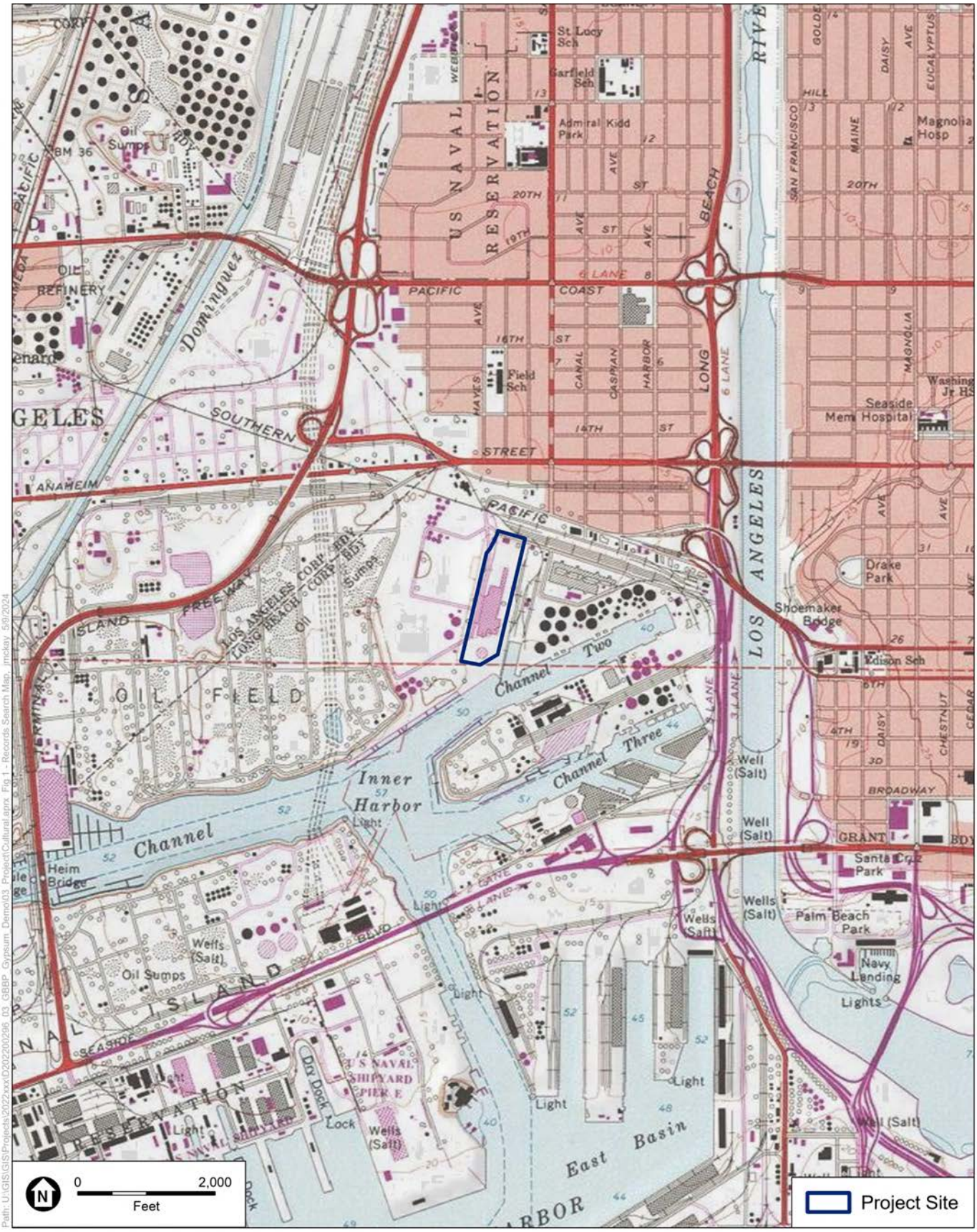
Environmental Science Associates (ESA) is preparing environmental documentation pursuant to the California Environmental Quality Act (CEQA) for the Gold Bond Building Products (GBBP) Gypsum Facility Demolition Project. The Project would include demolition of all existing improvements with the exception of an onsite rail spur. Improvements to be removed include the warehouse, rock storage building, mill building, plaster mill, tape joint system, board plant, office building (including the basement), overhead conveyor system from the railroad track hopper to the rock storage building, interior access roads, parking areas, electrical distribution and components owned by GBBP up to the distribution panel owned by Southern California Edison, foundations and other appurtenances.

The Project Site is located at Pier B, 1850 Pier B St., Long Beach, CA 90813. The Project site is situated in an unsectioned portion of Township 4 and 5 South, Range 13 West on Long Beach, CA U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle. Approximate UTMs for the Project are: 11S, 387183mE/3738053mN (**Figure 1**).

In an effort to provide an adequate appraisal of all potential impacts that may result from the proposed Project, ESA is requesting that a paleontological resource records search be conducted for paleontological resources that may exist within the Project site. Thank you for your time and assistance regarding this matter. To expedite the delivery of search results, please e-mail them to fclark@esassoc.com. Please contact me via e-mail me if you have any questions.

Sincerely,

Fatima Clark
Senior Cultural Resources Specialist



SOURCE: ESA, 2024; USGS Topo Quad Long Beach, 1982
T 4S, R 13W, S 00; T 5S, R 13W, S 00

GBBP Gypsum Demo

Figure 1
Records Search

ESA