OCTOBER 2026





3800 VIA ORO PROJECT

PUBLIC REVIEW DRAFT ENVIRONMENTAL IMPACT REPORT

PREPARED FOR

CITY OF LONG BEACH

PREPARED BY

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PUBLIC REVIEW DRAFT
ENVIRONMENTAL IMPACT REPORT

3800 Via Oro Project

SCH NO. 2026030940

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October 2026

JN 212132

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DRAFT EIR AND APPENDICES

The Notice of Availability (NOA), Draft EIR, and Appendices are available for download at the City's official website:

https://www.longbeach.gov/lbcd/planning/environmental/reports/

In addition to the City's official website, these documents are also available for review at the Office of Land Use and Climate Innovation's (LCI) CEQAnet online database, under State Clearinghouse No. 2026030940:

https://ceqanet.lci.ca.gov/2026030940

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1.0 Executive Summary

1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The proposed 3800 Via Oro Project (project) site is located at 3800 Via Oro Avenue in the western portion of the City of Long Beach (City). The City lies within southeast Los Angeles County and is approximately 16 miles south of downtown Los Angeles. Long Beach borders the Pacific Ocean to the south; the cities of Carson and Los Angeles and unincorporated Rancho Dominguez to the west; the cities of Compton, Paramount, and Bellflower to the north; the cities of Lakewood, Hawaiian Gardens, and unincorporated Orange County to the east. The Los Angeles River is approximately 0.01-mile east of the project site.

The approximately 13.59-acre project site is located at the northeast corner of the Via Oro Avenue and Hughes Way intersection and encompasses six lots tied together for tax purposes as one parcel (Assessor's Parcel Number [APN] 7310-016-086). Generally, the site is situated between an industrial use to the north, Interstate 710 (I-710) to the east, Hughes Way to the south, and Via Oro Avenue to the west. Regional access to the site is provided via I-710 and Interstate 405 (I-405). Local access is provided from Via Oro Avenue and Hughes Way.

1.2 PROJECT SUMMARY

The project proposes to demolish existing on-site structures, at-grade parking, and landscaping, and redevelop the site with an approximately 332,090-square foot concrete tilt-up speculative industrial building that could be used for a mix of manufacturing, warehousing and office uses consistent with the existing West Long Beach Business Parks Planning Development (PD-26 Subarea III) zoning for the project site. The exact mix of uses is not yet known as there is no tenant identified. The building would include a mezzanine and have a maximum building height of approximately 49 feet. Overall, the project would have a floor area ratio of 0.56. The warehouse building is proposed to meet LEED Silver Certification pursuant to *Long Beach Municipal Code* (LBMC) Section 21.45.400(b), *Green building standards for public and private development.*

The proposed industrial building could include a mix of manufacturing, warehousing, and office uses that are permitted under PD-26 (Subarea III). As noted above, the exact mix of uses is unknown at this time since no end-user has been identified. However, to allow for analysis under CEQA, operational assumptions have been developed for the proposed industrial development that are considered conservative and reasonably foreseeable. This mix of uses assumes that the primary use of the building would be manufacturing (approximately 152,433 square feet), warehousing (approximately 155,657 square feet), and ancillary office space (approximately 24,000 square feet).

The mix of uses analyzed are speculative but are intended to consider a conservative, reasonably foreseeable most intensive development scenario. Under PD-26, warehousing is defined as a "use of property for storage of goods or commodities with not more than 10 percent of the floor area used for office uses." The proposed office space would also be consistent with PD-26 and would allow the use of the project site for administrative, professional, and clerical tasks.

It is anticipated that up to 450 employees could be employed at the project site. The proposed development is anticipated to generate approximately 144 daily truck trips and 1,106 daily passenger vehicle trips for a net total of 1,359 daily passenger car equivalent trips. Truck trips would occur during

project operations to transport goods as needed. Passenger vehicle trips to the project site would be minimal, consisting of employees traveling to the site for work.

The project would be subject to various City permits and approvals, including, but not limited to:

- California Environmental Quality Act Clearance;
- Site Plan Review – for design review of the proposed building;
- Tentative Parcel Map – to consolidate parcels; and
- Building Permit and Other Permits Deemed Required by the City of Long Beach Building and Safety Bureau.

In addition, the following permits/approvals may be required of other agencies:

- Los Angeles Regional Water Quality Control Board – NPDES Construction General Permit; and
- South Coast Air Quality Management District – Authority to Construct/Permit to Operate.

Refer to Section 3.4, *Project Characteristics*, for additional project description details.

1.3 PROJECT GOALS AND OBJECTIVES

Pursuant to Section 15124(b) of the *CEQA Guidelines*, the EIR project description must include "[a] statement of objectives sought by the proposed project…. The statement of objectives should include the underlying purpose of the project." The proposed project objectives are outlined below:

- To replace an existing underutilized building with a new state-of-the-art speculative industrial building that meets the current California Building Code and California Green Building Code Standards and Leadership in Energy and Environmental Design (LEED) Silver certification.
- To promote development that generates both short-term and long-term employment opportunities for the community.
- To encourage development that attracts new businesses to the City of Long Beach.
- To redevelop an underutilized parcel with a new industrial building that attracts increased business, contributing to the City's tax base.
- To support development of a new industrial building that attracts high quality tenant(s) and will be competitive with similar facilities across the region.

1.4 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following summarizes the impacts, mitigation measures, and significance after mitigation analyzed in Section 5.0, Environmental Analysis, of this EIR. Refer to the appropriate EIR section for detailed information.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.1	**Land Use and Planning**		
	LU-1: Would the project cause a significant environmental impact due to a conflict with the City of Long Beach General Plan?	No mitigation measures are required.	Less Than Significant Impact.
	LU-2: Would the project cause a significant environmental impact due to a conflict with the Long Beach Municipal Code?	No mitigation measures are required.	Less Than Significant Impact.
	LU-3: Would the project cause a significant environmental impact due to a conflict with the SCAG 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the proposed project, combined with other related projects, 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 and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
5.2	**Aesthetics/Light and Glare**		
	AES-1: If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No mitigation measures are required.	Less Than Significant Impact.
	AES-2: Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other cumulative projects, conflict with applicable zoning and other regulations governing scenic quality and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other cumulative projects, create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
5.3	**Tribal and Cultural Resources**		
	CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	CUL-1 Archaeological Resources Training. Prior to issuance of any permit for ground-disturbing activities, the project Applicant shall provide evidence to the City of Long Beach Community Development Department (City) that a qualified professional archaeologist meeting Secretary of the Interior professional qualifications has been retained. An Archaeological Resources Training shall be provided to all construction managers and construction personnel engaged in relevant job activities prior to commencing any ground-disturbance work within the project site. The training shall be prepared and conducted by the qualified professional archaeologist and shall include, but not be limited to, information about archaeological resources in the vicinity, types of common archaeological resources in southern California, and the procedures to be followed to protect any such resources in the case of inadvertent discovery. The training may be discontinued when ground-disturbance activities for the project are completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. A copy of the training transcript and/or training video, as well as a list of the names of all personnel who attended the training shall be submitted to the City and updated periodically. In the case of the use of a training video, a signed statement by the construction personnel confirming that they watched the video in its entirety shall be provided to the City. CUL-2 Archaeological Monitoring. The professional archaeologist, retained as part of Mitigation Measure CUL-1, shall monitor, or supervise archaeological monitors, for archaeological monitoring of ground-disturbing activities, the depths of which would vary throughout the project site, with maximum depths anticipated to reach approximately 12.5 feet below ground surface (bgs). Due to the varying depths of disturbed soil on-	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		site (4.5 to 8.5 feet bgs), archaeological monitoring shall occur for all ground-disturbing activities below a depth of 4.5 feet bgs (i.e., the most shallow depth where native soils could be encountered). However, the professional archaeologist shall have the ability to recommend monitoring be decreased or eliminated after monitoring initial excavation at least one foot past the layer of artificial fill into native soils. The recommendation shall be based on the absence of cultural resources and/or indication of subsurface soils possessing a low likelihood for significant intact resources. The recommendation shall be provided to the City of Long Beach Community Development Department, who retains authority to approve or deny the request in writing. Monitoring is not required in previously disturbed soils. CUL-3 Inadvertent Discovery of Cultural Resources. In the event that any subsurface cultural resources are encountered at the project site during construction or the course of any ground-disturbance activities, all such activities shall halt immediately within 50 feet, in all directions of the find. The Applicant shall notify the City of Long Beach Community Development Department (City) and consult with the professional archaeologist who shall evaluate the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2, and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the professional archaeologist and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. In the event of a significant find, the site shall not be released for work until mitigation has been completed to the satisfaction of the City. If avoidance is unnecessary or infeasible, other	

EIR Section	Impact Statement	Mitigation Measure		Significance After Mitigation
			appropriate measures (e.g., data recovery, excavation) shall be instituted.	
	CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	CUL-4	Inadvertent Discovery of Human Remains. In the event that human skeletal remains are encountered at the project site during construction or the course of any ground-disturbance activities, all such activities shall halt immediately within 100 feet of the find. No further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event human skeletal remains are discovered during construction or during any ground-disturbance actives, the following procedures shall be followed: • Stop immediately and contact the County Coroner located at 1104 North Mission Road Los Angeles, CA 90033, (323) 343-0512 (8 a.m. to 5 p.m. Monday through Friday) or (323) 343-0714 (after hours, Saturday, Sunday, and holidays). • If the remains are determined to be of Native American descent, the County Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). • The NAHC shall immediately notify the person it believes to be the most likely descendent (MLD) of the deceased Native American. • The most likely descendent has 48 hours to make recommendations to the Applicant, for the treatment or disposition, with proper dignity, of the human remains and grave goods. • If the Applicant does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC. • If the NAHC is unable to identify an MLD, if an MLD does not make a recommendation, or if mediation fails, the human remains shall be reburied on site with appropriate	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		dignity in an area that will not be subject to future disturbance.	
	CUL-4: 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?	**Gabrieleño Band of Mission Indians – Kizh Nation** TCR-1 <u>Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities</u>. 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 will 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. Monitor logs will 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 will be	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		provided to the project Applicant/Lead Agency upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter 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; 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. 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. TCR-3 Unanticipated Discovery of 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.	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		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. **Gabrielino Tongva Indians of California** TCR-4 The Gabrielino Tongva Indians of California requests Native American monitoring during all ground-disturbing activities and is open to rotating Native American monitoring efforts with other interested tribes that have requested tribal monitoring for the proposed project, such as the Gabrieleño Band of Mission Indians – Kizh Nation and Juaneño Band of Mission Indians - Acjachemen Nation. As such, prior to issuance of any grading permits and any ground-disturbing activities, the project Applicant and/or City of Long Beach Community Development Department shall coordinate with the interested tribes (i.e., the Gabrielino Tongva Indians of California, Gabrieleño Band of Mission Indians – Kizh Nation, and Juaneño Band of Mission Indians - Acjachemen Nation) to determine whether a monitoring rotation may be implemented and to establish the rotation protocol. The monitoring efforts shall follow the requirements as detailed in Mitigation Measure TCR-1.	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		Juaneño Band of Mission Indians - Acjachemen Nation 84A TCR-5 Retention of Qualified Archaeologist and Worker Training. Prior to the issuance of a grading permit by the City of Long Beach, evidence shall be provided to the City that a qualified archaeologist meeting the Secretary of the Interior's Standards for professional archaeology (U.S. Secretary of the Interior 2008) has been retained by the project Applicant to conduct any required training, evaluation, or treatment of archaeological resources that might be encountered during implementation of the project. As part of this, prior to the start of grading, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel must be informed of the types of archaeological resources that may be encountered (both prehistoric and historical), and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The project Applicant must ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. This documentation shall be made available to the City of Long Beach Community Development Department upon request. The cultural resources sensitivity training shall be conducted prior to start of ground-disturbing work (grading, trenching, or excavation) with the qualified archaeologist, construction contractor, and Juaneño Band of Mission Indians – Acjachemen Nation Tribal Representative. TCR-6 Native American Monitoring. A Native American monitor from the tribe or tribes identified as a consulting party for the project under Assembly Bill 52 shall be present during all earth-moving construction activities. Specifically, the	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		project applicant shall retain a Native American Monitor from or approved by the Juaneño Band of Mission Indians – Acjachemen Nation Tribal Council. The Native American monitor shall be given the opportunity to participate in the cultural resource sensitivity training required under Mitigation Measure TCR-5. 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. At least 30 days prior to issuance of grading permits by the City for the project site and any off-site improvements, a Native American Monitoring Agreement (Monitoring Agreement) shall be developed between the project Applicant and the consulting party. The Monitoring Agreement shall pertain to prehistoric archaeological resources and Tribal Cultural Resources, respectively, and shall identify any monitoring requirements and treatment of cultural resources to meet the requirements of the Tribal representative. The Monitoring Agreement shall also address communication protocols in the event of an unanticipated discovery of cultural materials, and the roles, responsibilities, and authorities of the Native American Monitor. The Monitoring Agreement shall also detail the protocols for treatment and final disposition of any Native American cultural resources, sacred sites, and human remains discovered on the site that the Lead Agency shall implement in consultation	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		and coordination with the Native American Most Likely Descendant, as identified by the NAHC. Discovery and treatment of human remains shall comply with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. 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. TCR-7 <u>Archaeological Resource and/or Tribal Cultural Resource Discovery and Treatment</u>. In the event of the unanticipated discovery of archaeological or other cultural resources, whether discovered through Native American monitoring or not, all work activities in the area (within approximately 100 feet of the discovery) shall be halted or redirected until the discovery can be evaluated by a qualified archaeologist. Construction shall not resume until a qualified archaeologist has conferred with the City and, in the case of prehistoric archaeological resources and tribal cultural resources, the Native American monitor, on the significance of the resource. If it is determined that the discovered archaeological resource and/or tribal cultural resource is significant, avoidance and preservation in place shall be the preferred manner of mitigation, pursuant to Public Resources Code Section 21083.2(b) and Section 21084.3. 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 demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Treatment Plan shall be prepared and implemented by a qualified	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		archaeologist, in consultation with the City, that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource or cultural information in the event of a tribal cultural resource. The City and project Applicant shall also consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resources, beyond those that are scientifically important, are considered. Any evaluation and treatment shall be supervised by an individual or individuals that meet the Secretary of the Interior's Professional Qualification Standards. TCR-8 Treatment of Human Remains. In accordance with California Health and Safety Code Section 7050.5, if human remains are found, the Los Angeles County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains (100 feet or as determined by the project archaeologist) shall occur until the procedures set forth in this measure have been implemented. If the County Coroner determines that the remains are, or are believed to be, Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with Public Resources Code Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		TCR-9 Tribal Cultural Resource Monitoring. Tribal Cultural Resource Monitoring shall be conducted during all initial ground-disturbing activities until both the qualified archaeologist and Tribal Monitor determine monitoring is no longer needed. During construction, if cultural materials or features are discovered, the construction contractor, qualified archaeologist, Juaneño Band of Mission Indians – Acjachemen Nation (JBMIAN) Tribal Monitor and project Applicant shall submit a discovery report documenting find, treatment measures, and confirmation that work did not resume until treatment was completed in consultation with JBMIAN. The qualified archaeologist and/or JBMIAN Tribal Representative shall submit documentation of the recovered materials, correspondence confirming tribal disposition decision (e.g., reburial, return, or other treatment) during and following construction, if artifacts are recovered. The Lead Agency shall conduct Government to Government coordination with the JBMIAN throughout the project implementation. TCR-10 A final monitoring and mitigation summary report, including copies of confidentiality compliance, shall be prepared by the qualified archeologist and Tribal Monitor upon completion of ground-disturbing activities. The report shall be submitted by the qualified archeologist, Tribal Monitor, and/or project Applicant to the City of Long Beach Community Development Department and Juaneño Band of Mission Indians – Acjachemen Nation (JBMIAN). Written confirmation of review and acceptance of the report shall be provided by JBMIAN. TCR-11 The project Applicant, Construction Contractor, and/or Juaneño Band of Mission Indians – Acjachemen Nation (JBMIAN) Tribal Representative shall submit records of coordination and confirmation that tribal ceremonies or	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		blessings were accommodated safely and respectfully prior to and/or during construction, as requested by JBMIAN.	
	Cumulative Impacts: Would the project, combined with other related cumulative projects, cause cumulatively considerable impacts to historical resources, archaeological resources, or tribal cultural resources?	Refer to Mitigation Measures CUL-1 through CUL-4 and TCR-1 through TCR-11.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, cause cumulatively considerable impacts to historical resources, archaeological resources, or tribal cultural resources and result in cumulative impacts?	Refer to Mitigation Measures CUL-1 through CUL-4 and TCR-1 through TCR-11.	Less Than Significant Impact With Mitigation Incorporated.
5.4	**Geology and Soils**		
	GEO-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	GEO-1 Prior to issuance of grading permits, the City of Long Beach City Engineer shall verify that the proposed project's final construction plans and specifications incorporate the applicable construction design recommendations from the *Geotechnical Investigation, Proposed Industrial Building, 3800 Via Oro Avenue, Long Beach, California*, prepared by Southern California Geotechnical, Inc., dated February 26, 2026, and the *Geotechnical Investigation, Proposed Industrial Building, 3800 Via Oro Avenue, Long Beach, California*, prepared by Southern California Geotechnical, Inc., dated October 21, 2024, or an updated/final project-specific geotechnical report.	Less Than Significant Impact With Mitigation Incorporated.
	GEO-2: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	Refer to Mitigation Measure GEO-1.	Less Than Significant Impact With Mitigation Incorporated.
	GEO-3: Would the project result in substantial soil erosion or the loss of topsoil?	No mitigation measures are required.	Less Than Significant Impact.
	GEO-4: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Refer to Mitigation Measure GEO-1.	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure		Significance After Mitigation
	GEO-5: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	GEO-2	Prior to issuance of a grading permit, the project Applicant shall retain a professional paleontologist meeting the Society of Vertebrate Paleontology (SVP) professional qualifications. The professional paleontologist shall monitor, or supervise paleontological monitors, during ground-disturbing activities, which are anticipated to reach a maximum depth of 12.5 feet below ground surface (bgs). Paleontological monitoring shall begin once excavation reaches the bottom of the existing artificial fill layer, which is approximately 4.5 to 8.5 feet bgs (varies throughout the project site). Monitoring shall occur for all ground-disturbing activities below a depth of 4.5 feet bgs. Monitoring is not required in previously disturbed soils. The monitor shall prepare daily monitoring logs, including photographs and a description of work monitored, depth, conditions, and findings. The daily logs shall be compiled and submitted to the City of Long Beach Community Development Department at monitoring completion.	Less Than Significant Impact With Mitigation Incorporated.
		GEO-3	Should paleontological resources be inadvertently encountered, construction activities shall be temporarily halted within 50 feet in all directions of the find so that the resource can be evaluated by the professional paleontologist retained as part of Mitigation Measure GEO-2. The paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a memorandum evaluating the impact. The project Applicant shall comply with the recommendations of the paleontologist, and a copy of the report shall be submitted to a designated repository and the City of Long Beach Community Development Department (City). Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented and verified by the City.	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	Cumulative Impacts: Would the proposed project, combined with other related cumulative projects, expose people and structures to potential substantial adverse effects involving geology and soils and impact unknown paleontological resources and result in cumulative impacts?	Refer to Mitigation Measures GEO-1 through GEO-3.	Less Than Significant Impact With Mitigation Incorporated.
5.5	**Hydrology and Water Quality**		
	HWQ-1: Would the project violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality or 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 result in substantial erosion or siltation on- or off-site?	No mitigation measures are required.	Less Than Significant Impact.
	HWQ-2: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface run-off in a manner that would result in flooding on- or off-site, exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows?	No mitigation measures are required.	Less Than Significant Impact.
	HWQ-3: In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	No mitigation measures are required.	Less Than Significant Impact.
	HWQ-4: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, violate water quality standards	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	or waste discharge requirements, or otherwise substantially degrade water quality and result in cumulative impacts?		
	Cumulative Impacts: Would the project, combined with other related cumulative projects, 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 result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface run-off in a manner that would result in flooding on- or off-site, exceed the capacity of existing or planned stormwater drainage systems, provide substantial additional sources of polluted runoff, or impede or redirect flood flows and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: In flood hazard, tsunami, or seiche zones, would the project, combined with other related cumulative projects, risk release of pollutants due to project inundation and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
5.6	**Hazards and Hazardous Materials**		
	HAZ-1: Would the project create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	HAZ-1 In the event that the soil gas investigation conducted in accordance with Long Beach Municipal Code (LBMC) Chapter 18.79, *Methane Gas Mitigation*, finds that on-site soil gas concentrations and pressures are equal to or greater than those required for a Site Design Level I classification in accordance with Long Beach Municipal Code (LBMC) Section 18.79.060, the project Applicant shall be required to ensure the project's construction contractors are certified in Occupational	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure		Significance After Mitigation
			Safety and Health Administration's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training program for the purposes of handling potential contaminated media during construction activities. During ground-disturbing activities, the trained contractors shall employ engineering controls and best management practices (BMPs) to minimize human exposure to potential contaminants and potential negative effects from contaminated soil gas. Any proposed engineering controls and construction BMPs shall be listed on the project plans and specifications, to be approved by the City Engineer. Potential BMPs may include, but not be limited to, the following: • Contractor shall monitor the area around the construction site for fugitive vapor emissions with appropriate field screening instrumentation; • Contractor shall water/mist soil as it is being excavated and loaded onto trucks; • Contractor shall place any stockpiled soil in areas that are shielded from prevailing winds or employ other engineered measures to minimize displacement of potentially contaminated soil by wind; and • Contractor shall cover the bottom of excavated areas with sheeting when work is not being performed.	
		HAZ-2	During construction activities, observations shall be made by the construction contractor during exaction, grading, utility trenching, and footing excavations near the existing aboveground storage tanks (ASTs), temporary hazardous waste storage area, and drums (filled with soil cuttings from previous soil investigations) for the presence of soils potentially impacted by chemicals compounds or fuel/oil hydrocarbons; refer to Exhibit 5.6-1, *On-Site Environmental Features*. Indications of impacted soil may include	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		chemical or fuel odors, unusual coloration, apparent moisture, and staining. If any of the above are encountered, the contractor shall: • Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area; • Notify the Long Beach Certified Unified Program Agency (CUPA), the administering agency for enforcement and regulation of hazardous waste for the City of Long Beach, to coordinate with applicable agencies such as the Department of Toxic Substances (DTSC) and/or the Los Angeles Regional Water Quality Control Board (RWQCB) for testing and remediation oversight, as needed; • Notify the implementing agency's Hazardous Wastes/Materials Coordinator; and • A qualified environmental professional with Phase II/Site Characterization experience shall be consulted for proper soil handling, use, and/or disposal of these soils.	
	HAZ-2: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school or proposed school?	Refer to Mitigation Measure HAZ-2.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment and result in cumulative impacts?	Refer to Mitigation Measures HAZ-1 and HAZ-2.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school or	Refer to Mitigation Measure HAZ-2	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	proposed school and result in cumulative impacts?		
5.7	**Transportation**		
	TRA-1: Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	TRA-1 Prior to project construction activities, the project Applicant shall prepare a Traffic Management Plan (TMP) for review and approval by the City of Long Beach Traffic Engineer, City of Long Beach Public Works Department, Long Beach Fire Department (LBFD), and Long Beach Police Department (LBPD). The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use. The TMP shall specify that one direction of travel in each direction must always be maintained along Via Oro Avenue and Hughes Way throughout project construction. Pedestrian sidewalks and bus stops, including Long Beach Transit Bus Stop #0103 Via Oro & Hughes Way NE located adjacent to the project site, shall remain open and accessible, to the greatest extent feasible, during construction, or shall be re-routed to ensure continued connectivity while also maintaining Americans with Disabilities Act (ADA) accessibility. The project Applicant shall coordinate with Long Beach Transit prior to initiating construction activities regarding potential construction impacts to existing bus operations in the project area. Adequate emergency access shall be maintained at all times. The TMP shall be incorporated into project specifications for verification prior to final plan approval.	Less Than Significant Impact With Mitigation Incorporated.
	TRA-2: Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No mitigation measures are required.	Less Than Significant Impact.
	TRA-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No mitigation measures are required.	Less Than Significant Impact.
	TRA-4: Would the project result in inadequate emergency access?	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
			Mitigation Incorporated.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and result in cumulative impacts?	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, result in inadequate emergency access and result in cumulative impacts?	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
5.8	**Air Quality**		
	AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?	No mitigation measures are required.	Less Than Significant Impact.
	AQ-2: Would the project result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or State ambient air quality standard?	No mitigation measures are required.	Less Than Significant Impact.
	AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?	AQ-1 The project Applicant shall ensure all construction vehicle idling times are limited to a maximum of two (2) minutes per occurrence and location, both on- and off-site, to reduce localized air quality impacts. Clear signage shall be posted for construction workers at all entrances to the site and in all designated staging areas, stating that idling time is restricted to a maximum of two (2) minutes, and shall be verified by the City of Long Beach Community Development Department (City). The	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		signage requirement shall also be indicated on project plans, subject to City approval.	
	Cumulative Impacts: Would the project, combined with other cumulative projects, conflict with or obstruct implementation of the applicable air quality plan and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other cumulative projects, result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or State ambient air quality standard and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other cumulative projects, expose sensitive receptors to substantial pollutant concentrations and result in cumulative impacts?	Refer to Mitigation Measure AQ-1.	Less Than Significant Impact With Mitigation Incorporated.
5.9	**Greenhouse Gas Emissions**		
	GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	GHG-1 Prior to obtaining building permits, the project Applicant shall incorporate Tier 1 GHG emissions reduction actions to demonstrate consistency with the *City of Long Beach Climate Action and Adaptation Plan, Climate Action + Adaptation Plan Consistency Review Checklist* (CAAP Checklist) for new developments. The proposed project shall incorporate the following actions: a. Pursuant to the CAAP, the project must utilize 100 percent zero-carbon electricity on-site. The project shall comply with the following options: 1. Install on-site renewable energy systems to meet 100 percent of the projected energy demand of the building systems based on the proposed use(s) and any major equipment installation for the initial development of the building as shown in the "close to final" construction drawing submitted for plan check; 2. Install solar ready rooftop where there is available	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		rooftop area after the 100 percent of the on-site renewable energy systems have been installed to accommodate future projected energy demand increase; 3. Verify that both installation from (1) and/or (2) are completed prior to or concurrent with issuance of a temporary certificate of occupancy or certificate of occupancy, whichever comes first; and 4. Install additional on-site renewable energy systems to meet 100 percent of any increase to the projected energy demand of the building systems from future tenant improvements, change of uses, and/or additions to the initial development of the building prior to issuance of a temporary certificate of occupancy or certificate of occupancy, whichever comes first, or the proposed project shall obtain energy from a community solar program or other zero-carbon energy program for the portion of the renewable energy systems that is not installed on-site. If energy from a community solar program or other zero-carbon energy program is unavailable to fulfill the proposed project's obligations under 4 above, then the proposed project shall provide proof of purchase of GHG reduction credits to offset the on-site electrical demand's estimated metric tons of carbon dioxide equivalent. If offset reduction credits are utilized, the carbon offset	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		credits used for this purpose shall originate from a voluntary carbon credit registry or registries that The Climate Registry recognizes, and shall be registered, transferred, and retired at such registries. The offsets will also be subjected to the protocols of each registry which must demonstrate that the carbon offset credits provided are real, permanent, additional, and have been independently verified as adhering to its applicable project protocols. The offset credits shall be local (within the South Coast Air District) or in-State carbon offset credits, if available. If sufficient local and in-State offset credits are not available, the applicant will purchase California Air Resources Board conforming or equivalent national offset credits registered with an approved registry. As and when the credits are retired, the Applicant shall provide the City with the unique identifier of those credits showing that they have been retired and accepted by The Climate Registry. b. The Applicant/developer shall provide short and long-term bicycle parking for at least five percent of motorized vehicle capacity and nothing less than CALGreen requirements, whichever is more restrictive. c. The Applicant/developer shall incorporate electric vehicle parking spaces consistent with Long Beach Municipal Code (LBMC) 18.47.050 and CALGreen Section 5.106.5.3—Electric vehicle (EV) charging. At least 20 percent of all parking spaces shall be EV capable spaces and at least 50 percent of these EV capable	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		spaces must be equipped with charging stations. d. The Applicant/developer shall comply with the City of Long Beach Transportation Demand Management Ordinance by incorporating the following: • A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers. • Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development. • Safe and convenient access from the external circulation system to bicycle parking facilities on-site. e. The Applicant/developer shall utilize electric lawn and gardening equipment for all landscaping activities. f. The Applicant/developer shall implement waste GHG emissions reduction actions by the following: • Comply with all Mandatory Construction & Demolition (C&D) Recycling Program Requirements, including Section 18.67.100. • Provide substantial storage, collection, and loading of recyclables in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes and amount of collection containers for recyclables. Containers must be kept clean, be clearly labeled, and are co-located next to any other solid waste receptacles. Ensure sufficient pick up of collection containers to meet the needs of the occupants.	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		• Provide proper storage, collection, and loading of organics in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes of collection containers for organics. Containers must be kept clean, be clearly labeled, and are co-located next to any other solid waste receptacles. Ensure sufficient pick up of collection containers to meet the needs of the occupants. • The proposed project shall include space for multi-stream collection containers for both recycling and organics in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. The proposed project must provide educational material and training to occupants and tenants in how to properly separate recyclables from all other solid waste and place recyclables in a separate container designated for recycling and organics. • Ensure that all occupants and tenants of the proposed project separate recyclables from all other refuse and place recyclables in a separate container designated for recycling and composting. • Ensure containers are audited annually to ensure proper service levels and to check for contamination. Report findings back to occupants within 30 days and to the City as requested.	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		• Work with waste hauler to provide educational material to tenants at least on an annual basis. • Provide compliance data to the City of Long Beach as required for any current auditing program. Prior to the issuance of building permits, the project Applicant shall provide documentation (e.g., building plans, site plans, or program enrollment commitments) to the City of Long Beach Community Development Department to verify implementation of the design requirements specified in this mitigation measure. At construction completion and prior to the issuance of the certificate of occupancy, the City of Long Beach Community Development Department shall verify implementation of these design requirements with documentation proof and/or a site inspection.	
	GHG-2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Refer to Mitigation Measure GHG-1	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Would the proposed project, combined with other related projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and result in cumulative impacts?	Refer to Mitigation Measure GHG-1	Less Than Significant Impact With Mitigation Incorporated.
5.10	**Energy**		
	EN-1: Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No mitigation measures are required.	Less Than Significant Impact.
	EN-2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Refer to Mitigation Measure GHG-1	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	Cumulative Impacts: Would the proposed project, combined with other related projects, result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency and result in cumulative impacts?	Refer to Mitigation Measure GHG-1	Less Than Significant Impact With Mitigation Incorporated.
5.11	**Noise**		
	NOI-1: Would the project generate 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?	No mitigation measures are required.	Less Than Significant Impact.
	NOI-2: Would the project generate excessive groundborne vibration or groundborne noise levels?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the proposed project, combined with other related projects, generate a substantial temporary 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 and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the proposed project, combined with other related projects, generate a substantial 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 and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the proposed project, combined with other related projects, generate excessive groundborne vibration or groundborne noise levels and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
5.12	**Utilities and Service Systems**		
	USS-1: Would the project require or result in the relocation or construction of new or expanded water treatment facilities, the construction of which could cause significant environmental effects,	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	or have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?		
	USS-2: Would the project require or result in the relocation or construction of new or expanded wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, or result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No mitigation measures are required.	Less Than Significant Impact.
	USS-3: Would the project require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects?	No mitigation measures are required.	Less Than Significant Impact.
	USS-4: Would the project 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, or comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	No mitigation measures are required.	Less Than Significant Impact.
	USS-5: Would the project require or result in the relocation or construction of new or expanded dry utility facilities, the construction or relocation of which could cause significant environmental effects?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded water treatment facilities, the construction of which could cause significant environmental effects, or have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, require or result in the	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	relocation or construction of new or expanded wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, or 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 and result in cumulative impacts?		
	Cumulative Impacts: Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, 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, or comply with federal, State, and local management and reduction statutes and regulations related to solid waste and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded dry utility facilities, the construction or relocation of which could cause significant environmental effects and result in cumulative impacts?	No mitigation measures are required.	Less Than Significant Impact.

1.5 SIGNIFICANT UNAVOIDABLE IMPACTS

As detailed in Section 5.1 through Section 5.12 of this EIR, upon compliance with existing regulations and mitigation measures, project implementation would not result in any significant and unavoidable impacts.

1.6 SUMMARY OF PROJECT ALTERNATIVES

NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

In accordance with the *CEQA Guidelines*, "the 'no project analysis' shall discuss the existing conditions at the time the notice of preparation is published…as well as what would be reasonably expected to

occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[1] The *CEQA Guidelines* continue to state that "[I]n certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."[2]

According to *CEQA Guidelines* Section 15126.6(e), the specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The "no project" analysis is required to discuss the existing conditions at the time the Notice of Preparation was published (March 23, 2026) as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

The No Project/Existing General Plan Alternative assumes that the site would be available for redevelopment with a use consistent with the General Plan and LBMC. Based on the site's I PlaceType and PD-26 (Subarea III) zoning, the No Project/Existing General Plan Alternative could reasonably be redeveloped with another industrial use. Assuming a conservative buildout potential, this alternative assumes development of an industrial use up to 60 feet in height (consistent with the PD-26 [Subarea III] maximum height limit) with a mix of office, warehousing, and manufacturing uses. Given that the I PlaceType does not have a maximum FAR limit, this alternative conservatively assumes the industrial development would increase building intensity by 25 percent over the proposed project, resulting in an approximately 415,112-square foot development. Table 1-1, *Proposed Project and No Project/Existing General Plan Alternative Comparison*, provides a comparison of the proposed project's buildout square footages compared to the alternative.

Table 1-1
Proposed Project and No Project/Existing General Plan Alternative Comparison

Use	Proposed Project (square feet)	No Project/Existing General Plan Alternative (square feet)
Office	24,000	30,000
Manufacturing	152,433	190,541
Warehouse	155,657	194,571
Total	**332,090**	**415,112**

It is assumed that the No Project/Existing General Plan Alternative would result in a similar mix of warehousing, manufacturing, and office space, and would also include associated site improvements, such as lighting, fencing, landscaping, parking, and utility and infrastructure connections to serve the development, as well as meet all applicable zoning requirements (e.g., minimum setbacks, lighting standards, and landscaping). Anticipated City discretionary approvals would include similar approvals to the proposed project, including CEQA Clearance, Site Plan Review, and all applicable Building and Safety Bureau Permits.

[1] *CEQA Guidelines* Section 15126.6(e)(2).

[2] *CEQA Guidelines* Section 15126.6(e)(3)(B).

REDUCED DENSITY ALTERNATIVE

The Reduced Density Alternative would reduce the overall density of the proposed industrial building by 30 percent to an approximately 232,463-square foot development. Table 1-2, *Proposed Project and Reduced Density Alternative Comparison*, shows the square footage of each proposed industrial use, proportionally reduced under this alternative.

Table 1-2
Proposed Project and Reduced Density Alternative Comparison

Use	Proposed Project (square feet)	Reduced Density Alternative (square feet)
Office	24,000	16,800
Manufacturing	152,433	106,703
Warehouse	155,657	108,960
Total	**332,090**	**232,463**

Given the reduced square footage, the Reduced Density Alternative would also proportionally reduce provided parking spaces and continue to comply with applicable PD-26 (Subarea III) zoning district development standards (i.e., setbacks and landscaping requirements). All other architectural designs and features proposed by the project would remain the same. Similar to the proposed project, the Reduced Density Alternative would require the same City approvals: CEQA Clearance, Site Plan Review, and all applicable Building and Safety Bureau Permits.

ALTERNATIVE INDUSTRIAL LAND USE MIX ALTERNATIVE

The Alternative Industrial Land Use Mix Alternative proposes an alternative mix of industrial land uses compared to the proposed project; refer to Table 1-3, *Proposed Project and Alternative Industrial Land Use Mix Alternative Comparison*. As shown therein, this alternative would maintain the same office square footage and total square footage as the proposed project, but would accommodate an additional 50,000 square feet of warehouse use by reducing manufacturing space by 50,000 square feet. The intent of this alternative is to lower overall trip generation and air quality and GHG emissions.

Table 1-3
Proposed Project and Alternative Industrial Land Use Mix Alternative Comparison

Use	Proposed Project (square feet)	Alternative Industrial Land Use Mix Alternative (square feet)
Office	24,000	24,000
Manufacturing	152,433	102,433
Warehouse	155,657	205,657
Total	**332,090**	**332,090**

This alternative would provide the appropriate setback and landscaping in compliance with applicable PD-26 (Subarea III) zoning district development standards, and would provide the same number of parking spaces as the proposed project. All architectural designs and features proposed by the project would remain the same. Similar to the proposed project, the Alternative Industrial Land Use Mix Alternative would require the same City approvals: CEQA Clearance, Site Plan Review, and all applicable Building and Safety Bureau Permits.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The Reduced Density Alternative is the environmentally superior alternative, as it would lessen some of the project's environmental impacts, specifically related to aesthetics/light and glare, transportation, air quality, GHG emissions, energy, noise, and utilities and service systems.

The Reduced Density Alternative would achieve the project's objectives, but not to the extent of the project. In theory, this alternative would replace an existing underutilized building with a new state-of-the-art speculative LEED-certified industrial building. The new building would encourage development and attract new business in the City, contributing to the City's tax base. However, while construction and operation would generate short- and long-term employment opportunities, respectively, the number of jobs generated would be proportionally less. Similarly, the number and type of tenants would be limited to what the reduced building square footage could accommodate. Realistically and based on current market conditions, the Reduced Density Alternative would unlikely be constructed because it would be economically infeasible and the underutilized building would remain on-site.

2.0 Introduction and Purpose

2.0 INTRODUCTION AND PURPOSE

2.1 PURPOSE OF THE EIR

The purpose of this EIR is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to avoid or lessen the proposed project's potentially significant effects. This EIR addresses the project's environmental effects, in accordance with *CEQA Guidelines* Section 15161. As referenced in *CEQA Guidelines* Section 15121(a), the primary purposes of this EIR are to:

- Inform decision-makers and the public generally of the significant environmental effect of a project;
- Identify possible ways to minimize the significant effects of a project; and
- Describe reasonable alternatives to a project.

The mitigation measures that are specified shall be adopted as conditions of approval to minimize the significance of impacts resulting from the project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the project.

As Lead Agency, the City of Long Beach (which has the principal responsibility of processing and approving the project) and other public (i.e., responsible and trustee) agencies that may use this EIR in the decision-making or permit process will consider the information in this EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always mitigatable to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with *CEQA Guidelines* Section 15093(b), if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. *CEQA Guidelines* Section 15093 requires a "statement of overriding considerations" where the Lead Agency specifies the findings and public benefits for the project that outweigh the impacts.

This EIR analyzes the project's environmental effects to the degree of specificity appropriate to the current proposed actions, as required by *CEQA Guidelines* Section 15146. The analysis considers the activities associated with the project to determine the short- and long-term effects associated with their implementation. This EIR discusses the project's direct and indirect impacts, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

2.2 COMPLIANCE WITH CEQA

PUBLIC REVIEW OF THE DRAFT EIR

In accordance with *CEQA Guidelines* Sections 15087 and 15105, this Draft EIR will be circulated for a 45-day public review period. Interested agencies and members of the public are invited to comment in writing on the information contained in this document. All comment letters received before the close of the public review period will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final EIR.

Comment letters should be sent to:

Bradley Bounds II, Planner III
City of Long Beach, Community Development Department
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802
LBDS-EIR-Comments@longbeach.gov

CERTIFICATION OF THE FINAL EIR

Pursuant to *CEQA Guidelines* Section 15132, *Contents of Final Environmental Impact Report*, the Final EIR will consist of:

a) The Draft EIR or a revision of the Draft;

b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

c) A list of persons, organizations, and public agencies commenting on the Draft EIR;

d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and

e) Any other information added by the Lead Agency.

Additionally, pursuant to *CEQA Guidelines* Section 15088, *Evaluation of and Response to Comments*, at least ten days prior to certifying the EIR, the City will provide a written proposed response to a public agency on comments made by that agency. As set forth in *CEQA Guidelines* Section 15088, the response to comments may take the form of a revision to the draft EIR or may be a separate section in the Final EIR.

PROJECT CONSIDERATION

Upon Final EIR certification, the City Council may consider approval of the proposed project. A decision to approve the project would be accompanied by specific, written findings, in accordance with *CEQA Guidelines* Section 15091, and if required, a specific written statement of overriding considerations, in accordance with *CEQA Guidelines* Section 15093.

2.3 NOTICE OF PREPARATION/ EARLY CONSULTATION (SCOPING)

In compliance with the *CEQA Guidelines*, the City has provided opportunities for various agencies and the public to participate in the environmental review process. During EIR preparation, efforts were made to contact various federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of the review in this document. This included the distribution of a Notice of Preparation (NOP) to various responsible agencies, trustee agencies, and interested parties; refer to Appendix 11.1, *NOP and Comment Letters*. The purpose of the NOP was to formally announce the preparation of a Draft EIR for the proposed project, and that, as the Lead Agency, the City was soliciting input regarding the scope and content of the environmental information to be included in the Draft EIR. The NOP provided preliminary information regarding the anticipated range of impacts to be analyzed within the Draft EIR. The NOP was distributed for a 30-day public review period beginning March 23, 2026, and ending April 21, 2026.

In addition, a virtual public scoping meeting was held on April 8, 2026 from 6:00 P.M. to 7:00 P.M. via web conference (Zoom). The scoping meeting involved a presentation about the proposed project, the environmental review process, and schedule. The scoping meeting's purpose was to:

- Inform the public of the proposed project and the City's intent to prepare an EIR;
- Present an overview of the CEQA EIR process;
- Review the topics to be addressed in the EIR; and
- Receive public comments on issues of concern and environmental topics to be addressed in the EIR.

The NOP comments are provided in Appendix 11.1 and have been addressed in each appropriate topical area of this EIR. Issues raised in the NOP comments are summarized below:

- Project compliance with applicable General Plan policies (refer to Section 5.1, *Land Use and Planning*);
- Project compliance with Assembly Bill 52 and Senate Bill 18, as applicable, regarding potential impacts to cultural and tribal cultural resources, and scope of project-specific cultural resources assessments (refer to Section 5.3, *Tribal and Cultural Resources*);
- Potential hazardous materials impacts and consideration of the Department of Toxic Substances Control's (DTSC) regulatory authority (refer to Section 5.6, *Hazards and Hazardous Materials*);
- Potential project impacts related to vehicular and truck traffic trips and routes and pedestrian safety, and preparation of a project-specific vehicle miles traveled analysis (refer to Section 5.7, *Transportation*);
- Potential construction and operational air quality emissions impacts to sensitive receptors and compliance and applicability of South Coast Air Quality Management District permits and plans (refer to Section 5.8, *Air Quality*); and
- Potential construction-related noise impacts to sensitive receptors (refer to Section 5.11, *Noise*).

2.4 FORMAT OF THE EIR

The Draft EIR is organized into the following sections:

- Section 1.0, *Executive Summary*, provides a brief project description and summary of the environmental impacts and mitigation measures.
- Section 2.0, *Introduction and Purpose*, provides CEQA compliance information.
- Section 3.0, *Project Description*, provides a detailed project description indicating project location, background, and history; project characteristics, phasing, and objectives; as well as associated discretionary actions required.

- Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.
- Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, existing regulatory setting, potential project impacts, potential cumulative impacts, recommended mitigation measures, and significant unavoidable impacts (if any) for the following environmental topic areas:
  - Section 5.1, *Land Use and Planning*;
  - Section 5.2, *Aesthetics/Light and Glare*;
  - Section 5.3, *Tribal and Cultural Resources*;
  - Section 5.4, *Geology and Soils*;
  - Section 5.5, *Hydrology and Water Quality*;
  - Section 5.6, *Hazards and Hazardous Materials*;
  - Section 5.7, *Transportation*;
  - Section 5.8, *Air Quality*;
  - Section 5.9, *Greenhouse Gas Emissions*;
  - Section 5.10, *Energy*;
  - Section 5.11, *Noise*; and
  - Section 5.12, *Utilities and Service Systems*.
- Section 6.0, *Other CEQA Considerations*, discusses long-term implications of the proposed action. Irreversible environmental changes that would be involved in the proposed action, should it be implemented, are considered. The project's growth-inducing impacts, including the potential for population growth, is also discussed.
- Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the project or its location that could avoid or substantially lessen the project's significant impact and still feasibly attain the basic project objectives.
- Section 8.0, *Effects Found Not To Be Significant*, explains potential impacts that have been determined not to be significant.
- Section 9.0, *Organizations and Persons Consulted*, identifies all agencies, organizations, and individuals consulted.
- Section 10.0, *Bibliography*, identifies reference sources for the EIR.

2.5 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or

permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

> *"Responsible Agency" means a public agency, which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)*
>
> *"Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include:*
>
> *a) The California Department of Fish and Game with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological reserves, and other areas administered by the department;*
> *b) The State Lands Commission- with regard to state owned "sovereign" lands such as the beds of navigable waters and state school lands;*
> *c) The State Department of Parks and Recreation with regard to units of the State Park System;*
> *d) The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)*

Responsible and Trustee Agencies and other entities that may use this EIR in their decision-making process or for informational purposes include, but may not be limited to, the following:

- California Department of Transportation (Caltrans);
- Long Beach Fire Department (LBFD);
- Los Angeles Regional Water Quality Control Board (Los Angeles RWQCB);
- South Coast Air Quality Management District (SCAQMD);

2.6 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with *CEQA Guidelines* Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR. These documents are available for review online on the City's website, https://www.longbeach.gov/lbcd/planning/environmental/reports/, and in-person at the City of Long Beach Community Development Department, located at 411 West Ocean Boulevard, 3rd Floor, Long Beach, California 90802.

- *City of Long Beach General Plan (updated 2023)*. The purpose of the *City of Long Beach General Plan* (General Plan) is to provide a general, comprehensive, and long-range guide for community decision-making. The General Plan consists of the following elements that have been adopted/updated periodically: Air Quality (1996); Conservation (1973); Historic Preservation (2010); Housing (2022); Land Use (2019); Local Coastal Program (1980); Mobility (2013); Noise (2023); Open Space and Recreation (2002); Public Safety (1975); Seismic Safety (1988); and Urban Design (2019). The individual elements identify goals and policies for existing and future conditions within the City.

- *City of Long Beach General Plan Land Use and Urban Design Elements Project Final Recirculated Environmental Impact Report (October 2019)*. The *City of Long Beach General Plan Land Use and Urban Design Elements Project Final Recirculated Environmental Impact Report* (General Plan EIR) was prepared to analyze potential environmental impacts associated with the updated Land Use Element and Urban Design Element, which replaced the previous Land Use Element and Scenic Routes Element. As determined in the General Plan EIR, implementation of the updated Land Use Element and Urban Design Element would result in significant and unavoidable impacts related to air quality, climate change, noise, and transportation. With the exception of air quality, global climate change, noise, and transportation impacts, all other potentially significant impacts were determined to be less than significant upon compliance with existing regulations and implementation of mitigation measures.

- *Long Beach Municipal Code*. The *Long Beach Municipal Code* (LBMC) consists of regulatory, penal, and administrative ordinances of the City. It is the method the City uses to implement control of land uses, in accordance with the General Plan goals and policies. Title 20, Subdivisions, and Title 21, *Zoning*, of the LBMC identifies land uses permitted and prohibited according to the zoning designation of particular parcels. The purpose of the zoning regulations within the LBMC is to promote and preserve the public health, safety, comfort, convenience, prosperity, and general welfare of the people of Long Beach.

- *West Long Beach Business Parks Planned Development Plan (PD-26)*. The *West Long Beach Business Parks Planned Development Plan* is a zoning framework adopted by the City to guide the transformation of an area originally intended for warehouse uses into a higher-intensity, master-planned business park with office, research and development, light industrial, and supporting logistics uses. Its purpose is to promote economic development and job creation, particularly in technology and industrial sectors, while ensuring high-quality site design, coordinated infrastructure improvements, and consistency with the General Plan through site plan review and defined development standards.

3.0 Project Description

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

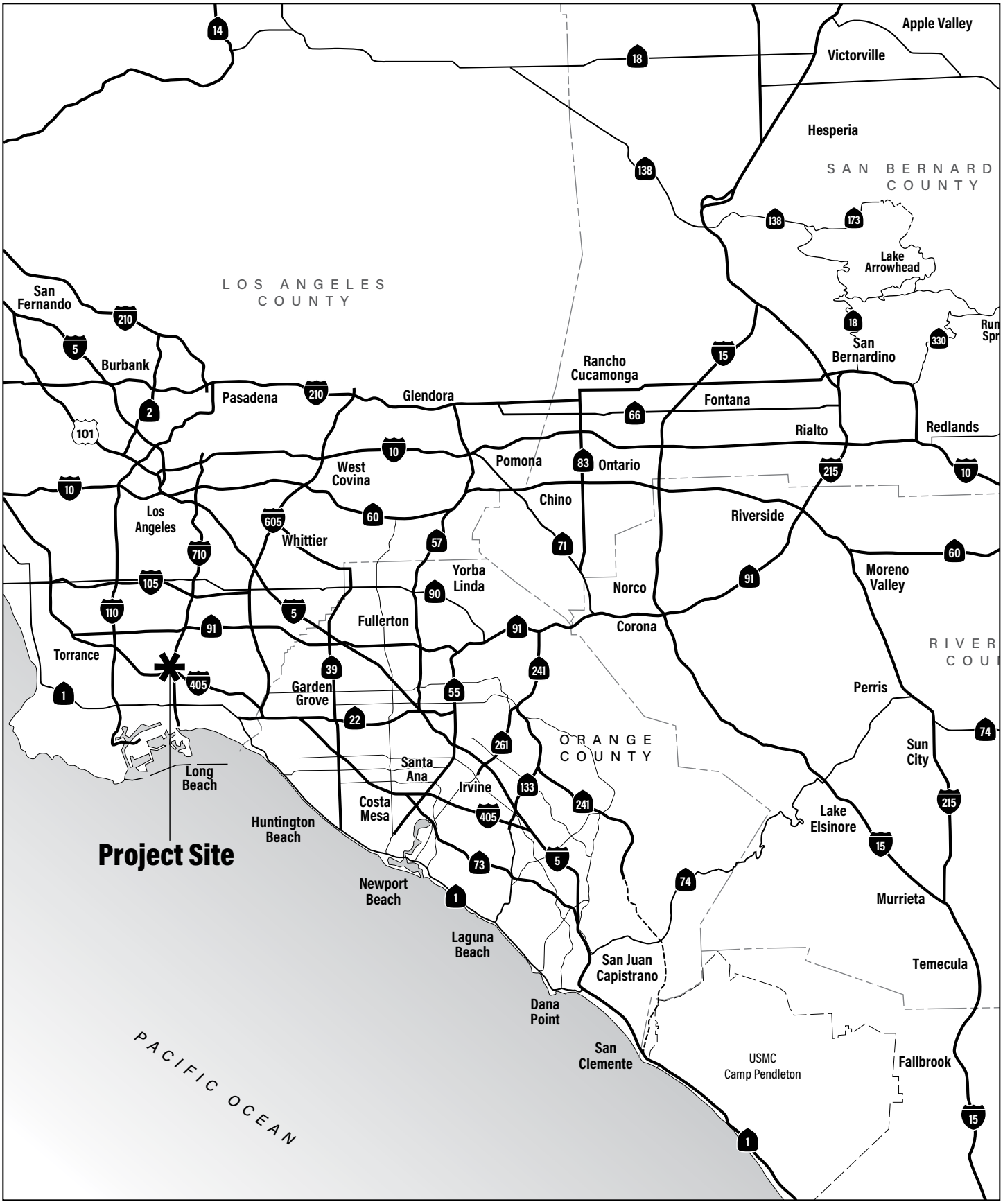
The proposed 3800 Via Oro Project (project) site is located at 3800 Via Oro Avenue in the western portion of the City of Long Beach (City). The City lies within southeast Los Angeles County and is approximately 16 miles south of downtown Los Angeles. Long Beach borders the Pacific Ocean to the south; the cities of Carson and Los Angeles and unincorporated Rancho Dominguez to the west; the cities of Compton, Paramount, and Bellflower to the north; the cities of Lakewood, Hawaiian Gardens, and unincorporated Orange County to the east; refer to Exhibit 3-1, *Regional Vicinity*. The Los Angeles River is approximately 0.01-mile east of the project site.

The approximately 13.59-acre project site is located at the northeast corner of the Via Oro Avenue and Hughes Way intersection and encompasses six lots that are tied together for tax purposes as one parcel (Assessor's Parcel Number [APN] 7310-016-086). Generally, the site is situated between an industrial use to the north, Interstate 710 (I-710) to the east, Hughes Way to the south, and Via Oro Avenue to the west; refer to Exhibit 3-2, *Site Vicinity*. Regional access to the site is provided via I-710 and Interstate 405 (I-405). Local access is provided from Via Oro Avenue and Hughes Way.

3.2 ENVIRONMENTAL SETTING

The project site is currently occupied by a single-story television broadcasting facility facing Via Oro Avenue and Hughes Avenue, a surface parking lot to the north of the building, and unimproved land to the east of the building. The northeast corner of the site is vacant and undeveloped with disturbed, non-native vegetation, and the southeast corner of the site is undeveloped and graded (solar panels covering this area were recently removed in June 2025). The existing building was constructed in 1995 and is currently occupied by the California Broadcast Center. The facility is currently operational and is used for broadcasting television programs and related activities. The interior of the main building consists of office space and a broadcast center. Eighteen satellite dishes are located south of the existing building and three 12,000-gallon diesel aboveground storage tanks for emergency generators are located to the east of the building.

Limited areas of landscaping are located on the project site, primarily limited to grass, shrubs, and trees adjacent to Via Oro Avenue and Hughes Way and surrounding the surface parking lot. Building and parking lot lighting are present on-site. The site is accessed via two driveways on Via Oro Avenue and one driveway on Hughes Way.



3800 VIA ORO PROJECT
ENVIRONMENTAL IMPACT REPORT

Regional Vicinity

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Exhibit 3-1



Source: Google Earth Pro, January 2026

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ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Exhibit 3-2

GENERAL PLAN DESIGNATION AND ZONING

According to the *City of Long Beach Zoning and Land Use App*, the project site has a PlaceType designation of Industrial (I) and is zoned Planned Development (PD) 26 Subarea III.[1] Based on the *City of Long Beach General Plan* (General Plan) Land Use Element, the Industrial PlaceType is reserved for manufacturing, processing, construction and heavy equipment yards, warehousing of products, research and development, creation of prototypes and a broad range of similar industrial practices and processes. This PlaceType allows for buildings up to 65 feet in height.[2]

The project site is zoned West Long Beach Business Parks Planning Development (PD-26) Subarea III. PD-26 was adopted by the City in 1989 with the intent to provide a framework to guide substantial private development creating a high-intensity business center. PD-26 promotes access to jobs and advances the City's economic development goals. The primary land uses in PD-26 consist of office, research and development, light manufacturing, and warehousing. PD-26 allows buildings up to 60 feet (four stories) in height.[3]

SURROUNDING LAND USES

Surrounding land uses include a mix of industrial and office uses, which are further described as follows:

- *North*: An existing industrial use (DENSO Products and Services Americas, Inc.) is located to the north of the project site. This area has an I PlaceType and is zoned PD-26.
- *East*: The project site is bounded to the east by I-710. This area has a Public Right of Way (PRW) PlaceType and is also zoned PRW.
- *South*: Hughes Way is directly south of the project site. Existing office uses (Los Angeles County Department of Public Social Services and City of Long Beach Housing Authority) are located further south of Hughes Way. These areas have I and PRW PlaceTypes and are zoned PD-26.
- *West*: Via Oro Avenue is directly west of the project site. Existing office uses (Long Beach Unified School District, Mangan Inc., ERP Integrated Solutions, Inc., etc.) are located further west of Via Oro Avenue. These areas have I and PRW PlaceTypes and are zoned PD-26.

[1] City of Long Beach, *City of Long Beach Zoning and Land Use App,* https://longbeachca.maps.arcgis.com/apps/webappviewer/index.html?id=17b68e7082ef4a4ea8ba6b0d04729758, accessed January 22, 2026.

[2] City of Long Beach, *City of Long Beach General Plan, Land Use Element*, https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/lueude/land-use-element-final-adopted-december-2019, accessed January 22, 2026.

[3] City of Long Beach, *West Long Beach Business Parks Planned Development Plan (PD-26), Ordinance No. C-6621, 1989*, https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/current-planning/zoning-ordinances/pd-26-west-long-beach-business-park, accessed January 22, 2026.

3.3 PROJECT BACKGROUND AND HISTORY

The project site was undeveloped land from approximately 1896 to 1924, agricultural land from approximately 1928 to 1977, and graded for development by 1981. By 1989, the southwestern corner of the site was paved, and the current building and associated improvements were developed in the western portion of the site by 1995, along with three portable buildings in the eastern portion by 2002. Solar panels were constructed in the eastern portion of the site by 2016 but have since been removed as of June 2025. One of the three portable buildings in the eastern portion of the site was removed in 2005, with the two remaining buildings removed by 2020.

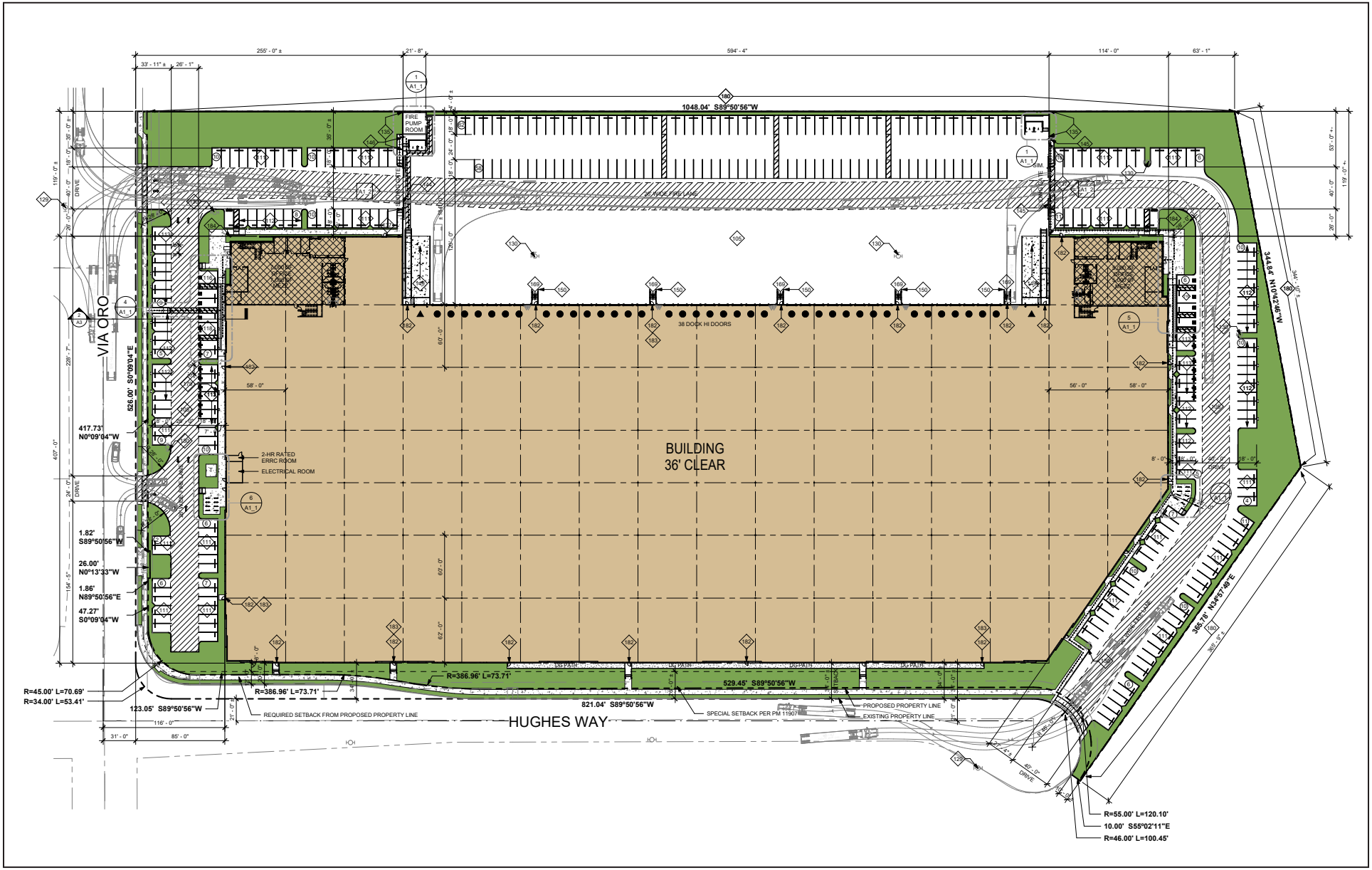
The project applicant proposes to demolish the existing structures, at-grade parking, and landscaping on-site and construct a new industrial project as described below within Section 3.4, *Project Characteristics*.

3.4 PROJECT CHARACTERISTICS

On September 9, 2024, Assembly Bill 98 (AB 98), relating to the requirements for warehouse design and building standards for logistic uses was passed. Pursuant to AB 98, a new or expanded warehouse or logistics project that was subject to a commenced local entitlement process prior to September 30, 2024 is protected from additional design and build standards implemented by AB 98. The proposed project was submitted on April 11, 2025. Because the proposed truck bays are further than 900 feet from the nearest sensitive receptor, Rancho Dominguez Preparatory School, the project is not subject to the distance-based requirements of AB 98. The project is, however, subject to the road access, on-site stacking, and signage requirements of AB 98.The distance from the Rancho Dominguez Preparatory School property line to the project site's property line is 920 feet, with school parking lots being closest to the project site. School sports fields are slightly farther, at 1,050 feet from the project site, followed by occupiable classroom buildings, at 1,390 feet from the project site.

The project proposes to demolish existing on-site structures, at-grade parking, and landscaping, and redevelop the site with an approximately 332,090-square foot concrete tilt-up speculative industrial building that could be used for a mix of manufacturing, warehousing and office uses consistent with the existing PD-26 (Subarea III) zoning for the project site; refer to Exhibit 3-3, *Conceptual Site Plan*. The exact mix of uses is not yet known as there is no tenant identified. The building would include a mezzanine and have a maximum building height of approximately 49 feet. Overall, the project would have a floor area ratio of 0.56. The warehouse building is proposed to meet LEED Silver Certification pursuant to *Long Beach Municipal Code* (LBMC) Section 21.45.400(b), *Green building standards for public and private development.*

Proposed operations, architectural features, site circulation and access, lighting and signage, fencing, landscaping, and utilities and infrastructure are further described below.



Source: Herdman Architecture + Design, March 2026

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3800 VIA ORO PROJECT
ENVIRONMENTAL IMPACT REPORT

Conceptual Site Plan

Exhibit 3-3

PROPOSED OPERATIONS

The proposed industrial building could include a mix of manufacturing, warehousing, and office uses that are permitted under PD-26 (Subarea III). As noted above, the exact mix of uses is unknown at this time since no end-user has been identified. However, to allow for analysis under CEQA, operational assumptions have been developed for the proposed industrial development that are considered conservative and reasonably foreseeable. This mix of uses assumes that the primary use of the building would be manufacturing (approximately 152,433 square feet), warehousing (approximately 155,657 square feet), and ancillary office space (approximately 24,000 square feet).

The mix of uses analyzed are speculative but are intended to consider a conservative, reasonably foreseeable most intensive development scenario. Under PD-26, warehousing is defined as a "use of property for storage of goods or commodities with not more than 10 percent of the floor area used for office uses." The proposed office space would also be consistent with PD-26 and would allow the use of the project site for administrative, professional, and clerical tasks.

It is anticipated that up to 450 employees could be employed at the project site, split into multiple shifts. The proposed development is anticipated to generate approximately 144 daily truck trips and 1,106 daily passenger vehicle trips for a net total of 1,359 daily passenger car equivalent trips. Truck trips would occur during project operations to transport goods as needed. Passenger vehicle trips to the project site would be minimal, consisting of employees traveling to the site for work.

ARCHITECTURAL FEATURES

As shown on Exhibit 3-4, *Building Elevations*, and Exhibit 3-5, *Building Materials and Colors*, the proposed industrial building would be constructed with concrete tilt-up panels with a maximum building height of 49 feet. The building would be painted with white and gray tones, and would include black anodized brow and canopies and blue reflective glazing with dark black anodized mullions.

VEHICULAR ACCESS, CIRCULATION, AND PARKING

As depicted on Exhibit 3-3, passenger vehicles would enter and exit the project site from Via Oro Avenue by ways of three driveways located at the northwestern corner (Driveway 1), southwestern corner (Driveway 2), and the southeastern corner (Driveway 3) of the project site along Hughes Way. Vehicular access gates would have card readers for employee access. Trucks would be required to use Driveway 1 or Driveway 3, which would provide direct access to the 38 truck dock doors located on the northern side of the industrial building.

The project site is subject to California Government Code Section 65863.2 (Assembly Bill 2097), locally adopted as LBMC Section 21.41.180, *Parking Exempt Area*, due to the site being located within a half-mile of high-quality transit. Therefore, the project is not subject to any parking requirements. Nevertheless, the project proposes parking on-site that would still be subject to applicable City development standards. Passenger vehicle parking would be situated to the west of the proposed building along Via Oro Avenue, on the north side of the project site (opposite the building's truck dock doors), and to the east of the building. The project proposes approximately 333 parking stalls, of which 256 would be standard stalls, 2 carpool and van stalls, 6 standard accessible stalls, 2 van accessible stalls, and 67 electric vehicle (EV) capable stalls. Approximately 34 bicycle parking spaces would also be provided on-site.



1 PROPOSED NORTH ELEVATION
1" = 30'-0"



2 PROPOSED WEST ELEVATION
1" = 30'-0"



3 PROPOSED SOUTH ELEVATION
1" = 30'-0"



4 PROPOSED EAST ELEVATION
1" = 30'-0"

Source: Herdman Architecture + Design, January 2026

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3800 VIA ORO PROJECT
ENVIRONMENTAL IMPACT REPORT

Building Elevations

Exhibit 3-4



A. PAINTED CONCRETE PANEL SW 7004 SNOWBOUND

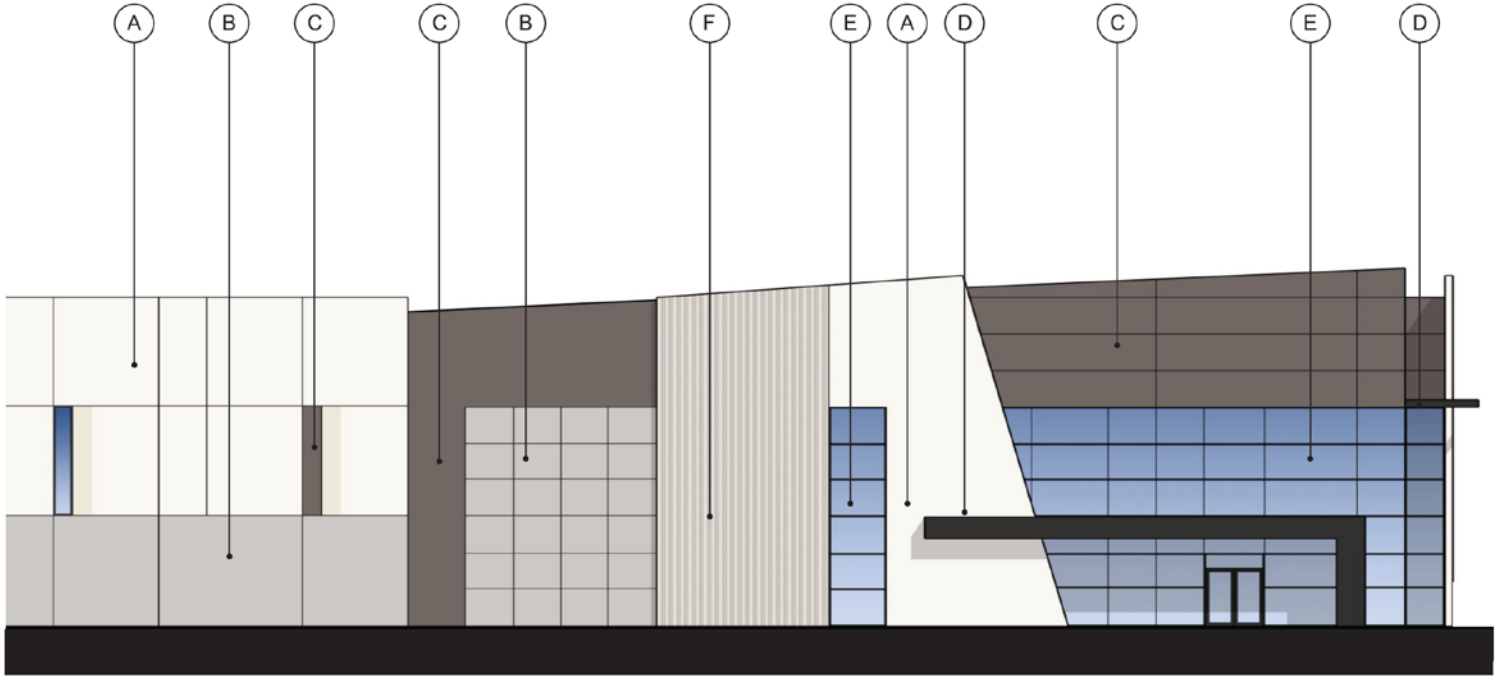
B. PAINTED CONCRETE PANEL SW 7667 ZIRCON

C. PAINTED CONCRETE PANEL SW 6005 FOLKSTONE

D. BLACK ANODIZED BROW & CANOPY

E. BLUE REFLECTIVE GLAZING WITH DARK BLACK ANODIZED MULLIONS

F. PAINTED CONCRETE FORMLINER SW 7004 SNOWBOUND



ENLARGED VIEW @ CORNER

Source: Herdman Architecture + Design, January 2026

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ENVIRONMENTAL IMPACT REPORT

Building Materials and Colors

Exhibit 3-5

PEDESTRIAN CIRCULATION

Pedestrians would be able to access the project site utilizing existing sidewalks along Via Oro Avenue and future proposed sidewalks along Hughes Way south of the project site. Main pedestrian access to the proposed building would be provided via a pedestrian access gate along Via Oro Avenue with a card reader for employee access. Two office area building entrances are located in the northeast and northwest corner of the building; refer to Exhibit 3-3.

PUBLIC TRANSIT

There is an existing bus stop (Long Beach Transit [LBT] Bus Stop #0103 Via Oro & Hughes Way NE) on Via Oro Avenue directly adjacent to the project site. The bus stop is served by LBT Bus Route 192, which connects downtown Long Beach to the Metro Del Amo A Line Station and the Los Cerritos Center shopping mall. Bus Route 192 travels north to south on Via Oro Avenue with additional Bus Route 192 stops on Carson Street and Hughes Way, approximately 757 feet north and 274 feet southwest of the project site, respectively. The site is also located in a Transit Priority Area and is within 0.5-mile from a high-quality transit corridor or major transit stop.[4]

As requested by LBT and to meet existing and future transit demands in the project area, the project proposes to install a bus shelter, a minimum nine-foot, six-inch sidewalk, and pedestrian-scaled lighting at LBT Bus Stop #0103 Via Oro & Hughes Way NE to ensure compliance with accessibility and safety standards. The proposed bus shelter improvements would not result in any relocations of any local bus or transit stops, and as noted above, pedestrian access to and from the project site would be maintained for continued access to public transit.

LIGHTING AND SIGNAGE

The project would install various exterior lights on and around the new building and within parking areas. Exterior lights would be wall- or ground-mounted and shielded away from adjacent land uses. Building security lighting would be used at all entry and exit points and would remain on from dusk to dawn but would be designed to prevent light trespass onto adjacent properties. All exterior lighting would meet applicable City lighting requirements outlined in the LBMC and General Plan. These regulations include:

- LBMC Section 8.26.130, *Lighting*, which requires that facilities have adequate and effective illumination in all operations and areas, following standards set forth by the Society of Illuminating Engineers to the National Institute for Occupational Safety and Health;
- LBMC Section 21.33.090, *Light and Glare Standards*, which requires all lighting, reflective surfaces, or any other source of illumination to not produce adverse effects on public streets or on any other parcel. Lights shall be shielded at lot lines so as not to be directly visible from any adjoining residential district;
- LBMC Section 21.41.259, *Parking areas—Lighting*, which requires all parking lots and garages to be illuminated with lights directed and shielded to prevent light and glare from intruding onto adjacent sites. The light standards shall not exceed the height of the principal use

[4] City of Long Beach, *Long Beach Transit Priority Areas*, https://longbeach.gov/globalassets/lbcd/media-library/documents/planning/sb9/transit-priority-areas-map, accessed January 22, 2026.

structure or one foot for each two feet of the distance between the light standard and the nearest property line, whichever is greater. All lights shall be illuminated to the applicable standards of the Illuminating Engineers Society; and

- LBMC Section 21.45.168.G, *Lighting*, which requires lighting to be provided in accordance with Chapter 21.41 of the LBMC in a relatively even pattern and in compliance with Title 24 energy requirements.

SITE SECURITY AND FENCING

The site would not be open to the general public. The truck dock area along the northern building frontage would be secured with eight-foot-high tube steel fencing and eight-foot-high tube steel rolling security gates at the eastern and western truck access points. The rolling security gates would limit access to authorized workers and visitors only.

In compliance with Long Beach Fire Department requirements, knox boxes would be installed at the two rolling security gates to provide access for emergency responders. Additionally, the project site would include 24 hours per day, seven days per week security, including surveillance cameras in the interior and exterior of the project site. Additional security features may include, but not be limited to, well-illuminated parking areas designed with minimum dead space to eliminate areas of concealment and location of building entrances in high-foot traffic areas.

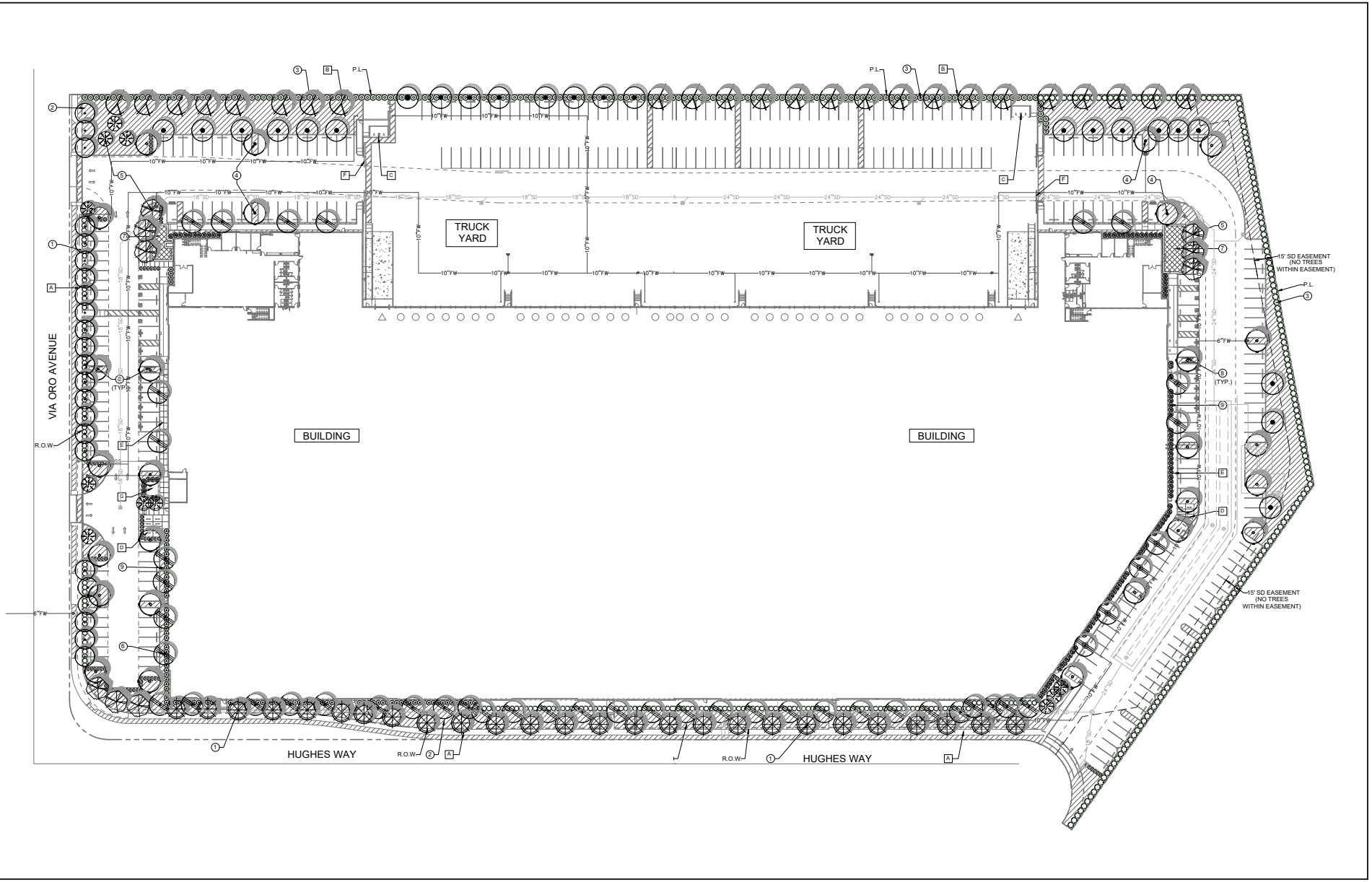
LANDSCAPING

As shown in Exhibit 3-6, *Conceptual Landscape Plan*, the project would provide landscaping along the site perimeter and surface parking of the project site. The project would also plant street trees and screening shrubs along Via Oro Avenue and Hughes Way. Approximately 193 trees (36-inch box size) of various species would be planted on- and off-site (e.g., street trees) in addition to shrubs and groundcover plants. Anticipated landscape trees include Australian willow (*Geijera parviflora*), African fern pine (*Podocarpus gracilior*), Brisbane box (*Tristania conferta*), holly oak (*Quercus ilex*), desert museum (*Cercidium F. 'Desert Museum'*), sweet bay (*Laurus nobilis*), Afghan pine (*Pinus eldarcia*), and fruitless olive tree (*Olea E. 'Wilsonii"*).

UTILITIES AND INFRASTRUCTURE

Under existing conditions, the City of Long Beach Utilities Department (LBUD) is responsible for providing water, sewer, and natural gas services to the project site. Southern California Edison (SCE) currently provides electrical services to the project site.

- *Water*: Similar to existing conditions, LBUD would continue to provide water services to the proposed project. Specifically, an LBUD water line loop currently exists on-site and is made up of 8- to 12-inch water lines that connect to existing 12-inch water lines in Via Oro Avenue and Hughes Way. The project would install a water line connection along the southern project boundary to connect to the existing 8-inch on-site water line and existing 12-inch water line in Hughes Way. Ten-inch fire water lines are also proposed along the perimeter of the site that connect to the existing 12-inch water lines in Via Oro Avenue and Hughes Way.



Source: Rodarte Landscape Architecture, March 2026

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ENVIRONMENTAL IMPACT REPORT

Conceptual Landscape Plan

Exhibit 3-6

- *Sewer*: An existing 15-inch vitrified clay pipe (VCP) sewer line is located in Via Oro Avenue and an existing 8- to 10-inch VCP sewer line is located in Hughes Way. The existing sewer line on-site ties into these sewer lines in Hughes Way and Via Oro Avenue. The project would install a sewer line connection along the western project boundary to connect to the existing 15-inch sewer line in Via Oro Avenue.

- *Stormwater*: An existing 24- to 36-inch reinforced concrete pipe (RCP) public storm drain line runs along the eastern property line. The project proposes an underground storm drain system consisting of catch basins and 12- to 24-inch storm drain pipes to convey water around the site to the southeast portion of the site towards a proposed underground detention system with proprietary biofiltration units. The flows would enter the City's public storm drain system via the existing 24- to 46-inch RCP public storm drain line to the east of the site.

- *Dry Utilities*: SCE would continue to provide electrical services to the project site. Electric utility improvements necessary to serve the proposed building would be installed and connected to existing utility infrastructure. The project would not utilize natural gas and would not include any natural gas distribution or infrastructure lines. The project would be an electric-only development.

3.5 DEMOLITION, GRADING, AND CONSTRUCTION

Construction of the project is estimated to last for approximately 19 months. The project is proposed to be operational as early as June 2028. The building is expected to be a poured in place, tilt-up style concrete building.

Project construction is anticipated to occur in the following sequence: demolition, site preparation, grading, building construction, paving, and architectural coating. During construction, the project site would be secured with a temporary eight-foot-tall perimeter fence with graphics representative of the City and/or the proposed development in accordance with LBMC Chapter 14.44, *Temporary Fencing and Graphic Screening*. Because of the developed nature of the site, grading would be minimal, and soils would generally be balanced on-site; there would be no anticipated import or export of soil. The proposed haul route for demolition removal or delivery of supplies would be via Hughes Way, which offers direct access to and from northbound I-405 to the south. Trucks would utilize Warnock Way and Santa Fe Avenue if coming from or to southbound I-405, which offers connections to the northbound and southbound lanes of I-710. Additionally, consistent with Assembly Bill 617, all construction vehicles would be limited to a maximum of two minutes of idling time per occurrence and location, both on- and off-site, to reduce localized air quality impacts within the Wilmington, West Long Beach, and Carson community (Project Design Feature AQ-1); refer to Section 5.8, *Air Quality*, for additional information.

Project construction would occur consistent with City noise standards, as presented in LBMC Section 8.80.202, *Construction Activity – Noise Regulations*, which allows construction between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Friday and 9:00 a.m. and 6:00 p.m. on Saturdays. Construction activity is prohibited outside the aforementioned hours except for emergency work authorized by the City's Building Official. Construction is also prohibited on Sundays and federal holidays except for emergency work authorized by the City's Building Official or Noise Control Officer.

3.6 GOALS AND OBJECTIVES

CEQA Guidelines Section 15124(b) states that an EIR project description must include "[a] statement of objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project." As such, the project objectives are outlined below:

- To replace an existing underutilized building with a new state-of-the-art speculative industrial building that meets the current California Building Code and California Green Building Code Standards and Leadership in Energy and Environmental Design (LEED) Silver certification.
- To promote development that generates both short-term and long-term employment opportunities for the community.
- To encourage development that attracts new businesses to the City of Long Beach.
- To redevelop an underutilized parcel with a new industrial building that attracts increased business, contributing to the City's tax base.
- To support development of a new industrial building that attracts high quality tenant(s) and will be competitive with similar facilities across the region.

3.7 PERMITS AND APPROVALS

The City of Long Beach is the Lead Agency under CEQA and has discretionary authority over the proposed project. The project would be subject to various City permits and approvals, including, but not limited to:

- California Environmental Quality Act Clearance;
- Site Plan Review – for design review of the proposed building;
- Tentative Parcel Map – to consolidate parcels; and
- Building Permit and Other Permits Deemed Required by the City of Long Beach Building and Safety Bureau.

In addition, the following permits/approvals may be required of other agencies:

- Los Angeles Regional Water Quality Control Board – NPDES Construction General Permit; and
- South Coast Air Quality Management District – Authority to Construct/Permit to Operate.

4.0 Basis of Cumulative Analysis

4.0 BASIS OF CUMULATIVE ANALYSIS

CEQA Guidelines Section 15355 provides the following definition of cumulative impacts:

> *"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*
>
> *(a) The individual effects may be changes resulting from a single project or a number of separate projects.*
>
> *(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

CEQA Guidelines Section 15130(a) further addresses the discussion of cumulative impacts, as follows:

> *(1) As defined in Section 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.*
>
> *(2) When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A lead agency shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant.*
>
> *(3) An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The lead agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.*

Section 5.0, *Environmental Analysis*, assesses the cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact's severity and likelihood of occurrence.

In accordance with *CEQA Guidelines* Section 15130(b), the discussion of cumulative impacts should be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

1. *Either:*

   A. *A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or*

   B. *A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an*

adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

2. *When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.*

3. *Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.*

4. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.*

5. *A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

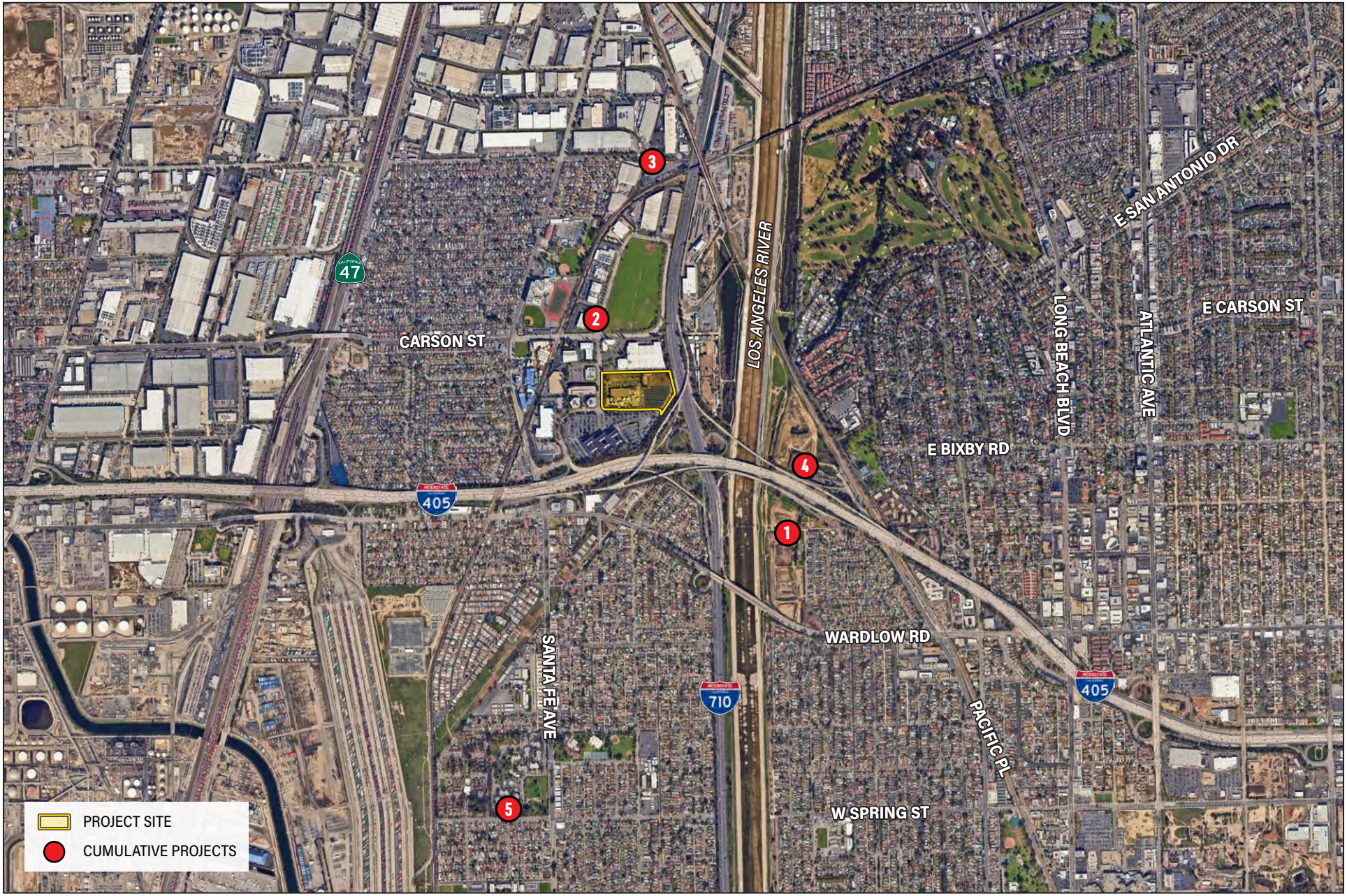
This EIR evaluates the project's potential cumulative impacts using both the list and summary of projections approaches depending upon which approach is appropriate/relevant for each environmental issue area. The geographic area considered for cumulative impacts varies depending on environmental issue area. For example, the project's operational effects have geographic scopes that are global (such as greenhouse gases, addressed in Section 5.9, *Greenhouse Gas Emissions*), regional (such as air quality, addressed in Section 5.8, *Air Quality*), and local (such as light and glare, addressed in Section 5.2, *Aesthetics/Light and Glare*).

Table 4-1, *Cumulative Projects List*, and Exhibit 4-1, *Cumulative Projects Map*, identify related projects in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following list of projects is developed based on the *3800 Via Oro Avenue Traffic Impact Assessment*, prepared by Kimley-Horn and Associates, Inc. and dated February 2026, and information provided by the City of Long Beach Community Development Department. The implementation of each cumulative project represented in Table 4-1 was determined to be reasonably foreseeable.

Table 4-1
Cumulative Projects List

Map Key	City Application Number	Street Address/ Jurisdiction	Summary of Project	Status
1	2003-024	712 Baker Street, City of Long Beach	Site Plan Review, Vesting Tentative Tract Map, Zone Change, and a Development Agreement for a housing project consisting of 226 attached and 7 detached dwelling units with a five percent affordable component.	Grading Approved
2	2203-26	4000 Via Oro Avenue, City of Long Beach	Construction of a 525,280-square foot warehouse and distribution facility located within the West Long Beach Business Parks Planned Development (PD-26) zoning district.	Building Plan Check Under Review
3	2407-06	1450 Dominguez Street, City of Carson	A Pre-Application for the construction of an 80,000-square foot industrial warehouse building in the Medium Industrial (IM) zoning district.	Conceptual Site Plan Review Pending Submittal
4	2407-21	3701 North Pacific Place, City of Long Beach	A Site Plan Review, Conditional Use Permit, Zone Change, Zoning Code Amendment, and General Plan Amendment to develop a four-story, 206,756-square foot self-storage facility with approximately 1,681 self-storage units and accessories, a 551-space covered recreational vehicle storage lot, and a 1,450-square foot private outdoor car wash for exclusive use of storage facility and recreational vehicle tenants in the Light Industrial (IL) zoning district.	Building Plan Check Under Review
5	2511-16	3021 Gold Star Drive, City of Long Beach	A 100 percent affordable multi-family housing project consisting of 150 units. The residential development includes on-site resident support services, offices, and various indoor and outdoor residential amenities.	Entitlements Approved

Sources: Kimley- Horn and Associates, Inc., *3800 Via Oro Avenue Traffic Impact Assessment*, February 2026, and Harbin, Amy L., *E-Mail Correspondence,* received by Frances Yau, March 9, 2026.



Source: Google Earth Pro, March 2026

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ENVIRONMENTAL IMPACT REPORT

Cumulative Projects Map

Exhibit 4-1

5.0 Environmental Analysis

5.0 ENVIRONMENTAL ANALYSIS

The following subsections of the EIR contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and any significant and unavoidable impacts. The EIR analyzes those environmental issue areas where potentially significant impacts may occur.

The EIR examines environmental factors outlined in Appendix G of the *CEQA Guidelines*, *Environmental Checklist Form*, as follows:

5.1 Land Use and Planning;

5.2 Aesthetics/Light and Glare;

5.3 Tribal and Cultural Resources;

5.4 Geology and Soils;

5.5 Hydrology and Water Quality;

5.6 Hazards and Hazardous Materials;

5.7 Transportation;

5.8 Air Quality;

5.9 Greenhouse Gas Emissions;

5.10 Energy;

5.11 Noise; and

5.12 Utilities and Service Systems.

The remaining environmental topical areas (Agriculture and Forestry Resources, Biological Resources, Mineral Resources, Population and Housing, Public Services, Recreation, and Wildfire) are addressed in Section 8.0, *Effects Found Not To Be Significant*.

Each environmental issue is addressed in a separate section of the EIR and is organized into six sections, as follows:

- "Existing Setting" section describes the physical conditions that exist at the time of the Notice of Preparation (NOP) and that may influence or affect the analyses.
- "Regulatory Setting" section lists and discusses the laws, ordinances, regulations, and standards that apply to the project.
- "Impact Thresholds and Significance Criteria" section provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the *CEQA Guidelines* (California Code of Regulations, Sections 15000 through 15387).

  Primary sources used in identifying the criteria include the *CEQA Guidelines*; local, State, federal, or other standards applicable to an impact category; and officially established

significance thresholds. ". . . An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting" (*CEQA Guidelines* Section 15064[b]). Principally, ". . . a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance" constitutes a significant impact (*CEQA Guidelines* Section 15382).

Each impact threshold identifies which "Impact Statement" (numerically) the impact analysis can be found.

- "Impacts and Mitigation Measures" section describes potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Impact Statements are used consolidate thresholds/analyses (*CEQA Guidelines* Section 15120), when appropriate, under one overarching statement. The purpose of including Impact Statements is to introduce impact analyses being considered and state the potential significance before mitigation is applied, if necessary.

  Following the impact statement, the environmental impacts are considered. Evidence, based on factual and scientific data, is presented to show the cause-and-effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered. Initial impact findings could be "no impact," "less than significant impact," or "potentially significant impact." If no environmental impact has been found or such impact has been found to be less than significant, no mitigation measures would be considered, and no further analysis would be required. Should any potentially significant impacts arise, reasonable/feasible mitigation measures are considered to reduce such impacts to the extent feasible.

  "Mitigation Measures" are measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

  The "Level of Significance After Mitigation" identifies the resulting impact conclusion, which is the environmental impact that would remain after application of mitigation measures (if any). When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "significant unavoidable impacts."

- "Cumulative Impacts" section describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned, and approved future projects producing related or cumulative impacts.

- "Significant Unavoidable Impacts" section describes impacts that would be significant and cannot be feasibly mitigated to less than significant, and thus would be unavoidable. To approve a project with significant unavoidable impacts, the Lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the Lead agency is

required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (*CEQA Guidelines* Section 15093[a]).

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5.1 Land Use and Planning

5.1 LAND USE AND PLANNING

This section identifies existing land use conditions and evaluates the project's consistency with relevant planning policies. This section identifies on-site and surrounding land use conditions and relevant land use policies and regulations, as set forth by the City of Long Beach (City). Information in this section is based in part upon the General Plan and LBMC *Title 21, Zoning*.

5.1.1 EXISTING SETTING

The City of Long Beach is located 16 miles south of Downtown Los Angeles, in the southeastern portion of Los Angeles County. Long Beach is bordered by the Pacific Ocean to the south; the cities of Carson and Los Angeles to the west; the cities of Compton, Paramount, and Bellflower to the north; and the cities of Lakewood, Hawaiian Gardens, and unincorporated Orange County to the east.

The project site is located in the western portion of the City, at 3800 Via Oro Avenue. Generally, the site is situated between an industrial use to the north, Interstate 710 (I-710) to the east, Hughes Way to the south, and Via Oro Avenue to the west. Regional access to the site is provided via I-710 and Interstate 405 (I-405). Local access is provided from Via Oro Avenue and Hughes Way. The Los Angeles River is approximately 0.01-mile east of the project site.

ON-SITE LAND USES

The approximately 13.59-acre project site is currently occupied by a single-story television broadcasting facility facing Via Oro Avenue and Hughes Avenue and a surface parking lot to the north of the building. The northeast corner of the site is vacant and undeveloped with disturbed, non-native vegetation, and the southeast corner of the site is undeveloped and graded (solar panels covering this area were recently removed in June 2025). The existing building was constructed in 1995 and is currently occupied by California Broadcast Center. The facility is used for broadcasting television programs and related activities. The interior of the main building consists of office space and a large warehouse containing servers. There are 18 satellite dishes located south of the existing building and three 12,000-gallon diesel aboveground storage tanks for emergency generators are located to the east of the building.

Limited areas of landscaping are located on the project site, primarily limited to grass, shrubs, and trees adjacent to Via Oro Avenue and Hughes Way and surrounding the surface parking lot. Building and parking lot lighting are present on-site. The site is accessed via two driveways on Via Oro Avenue and one driveway on Hughes Way.

According to the *City of Long Beach Zoning and Land Use App*, the project site has a PlaceType designation of Industrial (I) and is zoned Planned Development (PD) 26 (Subarea III).[1]

[1] City of Long Beach, *City of Long Beach Zoning and Land Use App,* https://longbeachca.maps.arcgis.com/apps/webappviewer/index.html?id=17b68e7082ef4a4ea8ba6b0d04729758, accessed January 22, 2026.

SURROUNDING LAND USES

Surrounding land uses include a mix of industrial and office uses, which are further described as follows:

- *North*: An existing industrial use (DENSO Products and Services Americas, Inc.) is located to the north of the project site. This area has an I PlaceType and is within the PD-26 zoning district.
- *East*: The project site is bounded to the east by I-710. This area has a Public Right of Way (PRW) PlaceType and is also zoned PRW.
- *South*: Hughes Way is directly south of the project site. Existing office uses (Los Angeles County Department of Public Social Services and City of Long Beach Housing Authority) are located further south of Hughes Way. These areas have I and PRW PlaceTypes and are within the PD-26 zoning district.
- *West*: Via Oro Avenue is directly west of the project site. Existing office uses (Long Beach Unified School District, Mangan Inc., ERP Integrated Solutions, Inc., etc.) are located further west of Via Oro Avenue. These areas have I and PRW PlaceTypes and are within the PD-26 zoning district.

5.1.2 REGULATORY SETTING

REGIONAL LEVEL

Southern California Association of Governments

The Southern California Association of Governments (SCAG) functions as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses an area of more than 38,000 square miles. As the designated MPO, the federal government mandates SCAG to research and develop plans for transportation, growth management, hazardous waste management, and air quality. These mandates have led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections and for the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan (AQMP). As the southern California region's MPO, SCAG cooperates with the Southern California Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as further discussed below.

2024-2050 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY – CONNECT SOCAL 2024

The passage of Senate Bill (SB) 375 in 2008 requires MPOs to prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks when integrated with

the transportation network, measures, and policies (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use and transportation strategies that provide for more integrated land use and transportation planning, and the maximization of transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

On April 4, 2024, SCAG's Regional Council adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal 2024). Connect SoCal 2024 is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal 2024 closely integrates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. SCAG worked closely with local jurisdictions to develop Connect SoCal 2024, which incorporates local growth forecasts, projects, and programs, and includes complementary regional policies and initiatives. Connect SoCal 2024 includes a financial plan that identifies revenues committed, available, or reasonably available to support the SCAG region's surface transportation investments. Connect SoCal 2024 also includes a SCS which sets forth a forecasted development pattern for the region which would reduce GHGs from automobiles and light trucks to the regional GHG targets set by California Air Resource Board (CARB) for the SCAG region. On August 6, 2025, CARB accepted SCAG's determination that Connect SoCal 2024 would, if implemented, achieve the region's 2035 GHG emission reduction target.

DEMOGRAPHIC AND GROWTH FORECAST

SCAG's Forecasting Section is responsible for producing socio-economic estimates and projections at multiple geographic levels within multiple years. The Forecasting Section develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. The socio-economic estimates and projections are used by Federal and State mandated long-range planning efforts such as the RTP, the AQMP, the RTIP, and the Regional Housing Needs Assessment (RHNA). SCAG's 2024-2050 Demographics and Growth Forecast are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. Adopted Connect SoCal 2024 Demographic and Growth Forecasts provide population, household, and employment data throughout SCAG's 191 cities and in unincorporated areas by 2050.

INTERGOVERNMENTAL REVIEW

SCAG's Intergovernmental Review Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in *CEQA Guidelines* Section 15206. The proposed project is considered regionally significant as it would meet the criteria identified in Section 15206(b), requiring consistency review.

LOCAL LEVEL

City of Long Beach General Plan

In California, cities and counties are required by State law to have a general plan, and it must accommodate the required amount of projected population growth the State of California estimates for each city. The general plan is a broad, long-range policy document that guides the evolution of a city and establishes the goals and policies related to the future and vision of the community. It is the local government's long-term blueprint for future development. California requires seven elements within a general plan: Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise

and Public Safety. The City of Long Beach has also adopted additional elements including Air Quality, Local Coastal Program, Historic Preservation, Urban Design, and Seismic Safety. Applicable goals, objectives, and policies of the General Plan elements are further discussed in Table 5.1-1, *General Plan Consistency Analysis*.

- *Land Use Element*: Adopted in 2019, the Land Use Plan includes regulating standards that define the form and character of the City's districts and neighborhoods, a broad mix of uses, and density and intensity levels tied to particular areas in the City. Specific design-related components that support desired character are covered in the companion Urban Design Element.

- *Mobility Element*: Adopted in 2013, the Mobility Element describes the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, ports, and other local public utilities and facilities. It balances the use of the transportation network while providing safe and convenient travel options that are suitable for the urban and suburban context of the City's neighborhoods and districts.

- *Housing Element*: Adopted in 2022, the Housing Element update builds on previous City plans, goals, objectives, and strategies to ensure that the City meets the housing needs of current and future residents and provides fair housing options for all. In California, Housing is the only Element with a mandatory adoption deadline, as it has to be updated every eight-year cycle. The 2021-2029 Housing Element is the sixth such update and is also referred to as the 6th Cycle Housing Element.

- *Conservation Element*: Adopted in 1973, the Conservation Element is directed towards recognizing natural resources and areas of special interest in the City. This Element contains goals of conserving natural resources such as water, vegetation, wildlife, and minerals.

- *Open Space Element*: Adopted in 2002, the Open Space Element determines how the City uses, expands, and preserves park and recreational spaces accessible to the public. It contains maps of open spaces, an inventory of all parks and open spaces, recreational facilities, and policies for planning and maintaining new and existing parks. Additionally, this Element is required to cover open space for the preservation of natural resources, for the managed production of resources, for public health and safety, and for outdoor recreation. The City is currently in the process of updating the Open Space Element.

- *Noise Element*: Adopted in 2023, the Noise Element contains a set of goals, policies, and implementation measures to limit noise exposure, particularly in areas with nearby housing, hospital, school, or daycare center uses. The overall objective of the Noise Element is to create and maintain a healthy noise environment.

- *Public Safety Element*: Adopted in 1975, the Public Safety Element establishes goals, objectives, and recommendations pertaining to safety, fire protection, geologic hazards, crime prevention, utility-related hazards, industrial land use and transportation of hazardous materials, disaster operations, and risk management. In 2015, SB 379 was adopted and required cities to either update their Safety Element or prepare a climate adaptation plan. The *City of Long Beach Climate Action and Adaptation Plan*, was prepared and approved on August 16, 2022.

- *Air Quality Element*: Adopted in 1996, the Air Quality Element identifies a series of policies, programs, and strategies that encourage fewer vehicle trips, increased opportunities for

alternative transportation modes and fuels, and land use patterns that can be efficiently served by a diversified transportation system. This Element bridges the Land Use and Mobility Elements to better recognize the relationship between land use patterns, transportation planning, and air quality.

- *Local Coastal Program*: Adopted in 1980, the Local Coastal Program enhanced the Coastal Zone Conservation Act of 1972 by developing local planning concepts to preserve and enhance the coastal resources of Long Beach. Shoreline access, recreation and visitor serving facilities, new development and housing opportunities, and coastal resources are all part of the Local Coastal Program. The Local Coastal Program utilizes the 1989 Land Use Element of the General Plan rather than the Land Use Element adopted in 2019 as the 2019 Land Use Element has not yet been certified by the California Coastal Commission.

- *Historic Preservation Element*: Adopted in 2010, the Historic Preservation Element outlines a vision for future historic preservation efforts and the actions that need to be taken to achieve it. Primary goals of the Historic Preservation Element are to better integrate historic preservation into City procedures and interdepartmental decisions, and to create a meaningful partnership with the community in order to implement the historic preservation program. The Historic Preservation Element was prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, the publication entitled "Preparing a Historic Preservation Plan" by Bradford J. White and Richard J. Roddewig, and other applicable state standards and guidelines.

- *Urban Element*: Adopted in 2019 in conjunction with the Land Use Element, the Urban Design Element is concerned with both the preservation of existing neighborhoods that define the unique character of the City and building upon them to allow for continued adaptation and improvement of the built environment. The adoption of the new Urban Design Element repealed the previous Scenic Routes Element and now encompasses components of scenic routes.

- *Seismic Safety Element*: Adopted in 1988, the Seismic Safety Element provides a comprehensive analysis of seismic factors so as to reduce loss of life, injuries, damage to property, and social and economic impacts resulting from future earthquakes. This Element is a planning tool to encourage development that is responsive to seismic safety considerations.

Long Beach Municipal Code

TITLE 21, ZONING

Title 21, *Zoning*, of the LBMC includes property development standards, as well as design guidelines, for development projects within the City. Among the aspects of development regulated by the LBMC are types of allowable land uses, setback and height requirements, landscaping, walls, fencing, signage, access, parking requirements, storage areas, and trash enclosures. The LBMC also provides performance standards for various land use types to measure development projects' consistency with such regulations.

ORDINANCE NO. C-6621, WEST LONG BEACH BUSINESS PARKS PLANNED DEVELOPMENT (PD-26)

The project site is in the PD-26 (Subarea III) zoning district (West Long Beach Business Parks Planning Development). The PD-26 zoning district was adopted by the City in 1989 with the intent to provide a framework to guide substantial private development creating a high-intensity business center. The PD-26 zoning district promotes access to jobs and advances the City's economic development goals. The primary land uses in PD-26 zoning district consist of office, research and development, light manufacturing, and warehousing. The PD-26 zoning district allows buildings up to 60 feet (four stories) in height.[2]

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Physically divide an established community (refer to Section 8.0, *Effects Found Not To Be Significant*); and/or

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 (refer to Impact Statements LU-1 through LU-3).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 IMPACTS AND MITIGATION MEASURES

CITY OF LONG BEACH GENERAL PLAN

LU-1 WOULD THE PROJECT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH THE CITY OF LONG BEACH GENERAL PLAN?

Impact Analysis: The I PlaceType is reserved for manufacturing, processing, construction and heavy equipment yards, warehousing of products, research and development, creation of prototypes, and a broad range of similar industrial practices and processes. This PlaceType allows for buildings up to 65 feet in height and does not provide a limit on intensity (i.e., floor area ratio [FAR]). As a proposed 49-

[2] City of Long Beach, *West Long Beach Business Parks Planned Development Plan (PD-26), Ordinance No. C-6621, 1989*, https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/current-planning/zoning-ordinances/pd-26-west-long-beach-business-park, accessed January 22, 2026.

foot-tall industrial building designed for a mix of manufacturing, warehousing, and office uses, the proposed development would be consistent with the I PlaceType.

Table 5.1-1, *General Plan Consistency Analysis*, provides an analysis of the project's consistency with relevant General Plan policies.

Table 5.1-1
General Plan Consistency Analysis

Applicable General Plan Policies	Project Consistency Analysis
Land Use Element	
Policy 1-1: Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.	Consistent. The project site is located within a Transit Priority Area (TPA) and is within 0.5-mile from a high-quality transit corridor or major transit stop.[3] Existing and planned sidewalks along the site's street frontages would connect to pedestrian access gates for the development. By replacing an existing, underutilized building with a new employment-generating use that is within a business park, consistent with the site zoning and land use designation, the proposed project would constitute a sustainable development pattern that promotes walkability.
Policy 1-3: Require sustainable design strategies to be integrated into public and private development projects	Consistent. The proposed warehouse building is planned to meet LEED Silver Certification pursuant to LBMC Section 21.45.400(b), *Green building standards for public and private development*. As detailed in Section 5.10, *Energy*, the project would be designed and constructed pursuant to Title 24, Part 11, California Green Business Standards Code, of the California Code of Regulations (CCR), commonly referred to as CALGreen, as well as the California Renewable Portfolio Standards, Building Energy Efficiency Standards, and Green Building Standards. The project would be constructed using green building materials composed of recycled materials that require less energy to produce than non-recycled materials. Project construction equipment would also be required to comply with the latest United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (CARB) engine emissions standards. Further, the project would include on-site electric vehicle (EV) charging stations in parking lots and bicycle parking and storage spaces.
Policy 1-4: Require electric vehicle charging stations to be installed in new commercial, industrial, institutional and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment.	Consistent. The project proposes 67 EV-capable parking stalls consistent with City standards.
Policy 1-6: Require that new building construction incorporate solar panels, vegetated surface, high albedo surface and/or similar roof structures to reduce net energy usage and reduce the heat island effect.	Consistent. Implementation of the 2025 Title 24 standards significantly reduces energy usage. The project would be required to comply with the most current version of the Title 24, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting.
Policy 1-10: In addition to analyzing project and plan impacts on Levels of Service and Stop Delay,	Consistent. As detailed in Section 5.7, *Transportation*, this document analyzes the project's impacts related to Vehicle Miles Traveled (VMT)

[3] City of Long Beach, *Long Beach Transit Priority Areas*, https://longbeach.gov/globalassets/lbcd/media-library/documents/planning/sb9/transit-priority-areas-map, accessed January 22, 2026.

Applicable General Plan Policies	Project Consistency Analysis
analyze Vehicle Miles Traveled consistent with the State's guidelines.	under Impact Statement TRA-2. Therein, the VMT significance thresholds in both the *Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) and the City's *CEQA Transportation Thresholds of Significance Guide* (VMT Guidelines), which are informed by the Technical Advisory, are utilized in the methodology for determining project impacts. Overall, impacts related to VMT would be less than significant.
Policy 5-1: Require safe, attractive and environmentally sustainable design, construction and operation of all buildings, landscapes and parking facilities in employment and educational centers.	Consistent. Refer to response to Policy 1-3. Additionally, site landscaping would be installed and maintained pursuant to the Water Conservation in Landscaping Act includes California's *Model Water Efficient Landscape Ordinance* (MWELO), as well as LBMC Section 21.42.035, *Special Requirements of Water Efficient Landscaping*, and Section 21.42.060, *Model Water Efficient Landscaping Ordinance Requirement*s.
Policy 5-2: Connect employment and higher education centers to other activity centers and adjacent neighborhoods via walking, biking and transit routes.	Consistent. Refer to response to Policy 1-1. In addition to providing employment uses in proximity to transit and pedestrian facilities, the project would provide up to 34 bicycle parking spaces, which exceeds the amount of parking required by the City's Bicycle Master Plan. Further, as requested by Long Beach Transit (LBT) and to meet existing and future transit demands in the project area, the project proposes to install a bus shelter, a minimum nine-foot, six-inch sidewalk, and pedestrian-scaled lighting at existing LBT Bus Stop #0103 Via Oro & Hughes Way NE, adjacent to the project site, to ensure compliance with accessibility and safety standards.
Policy 6-1: Encourage a mix of land uses that is diverse, innovative, competitive, entrepreneurial, local and sustainable, which thereby promotes economic development, increases City revenues, expands job growth and increases value, access and usability for existing neighborhoods and communities.	Consistent. The project proposes a speculative industrial building that could be used for a mix of manufacturing, warehousing and office uses within a business park district. It is anticipated that up to 450 employees could be employed at the project site split between different work shifts. In addition to providing employment opportunities within a business park, the project is in proximity to transit and would promote walking and bicycle use.
Policy 6-9: Encourage the redevelopment of parcels with poor land utilization such as single-use commercial structures on parcels over 5,000 square feet.	Consistent. The approximately 13.59-acre project site is currently occupied by a single-story television broadcasting facility. The project proposes to redevelop the site with an approximately 332,090-square foot speculative industrial building that could be used for a mix of manufacturing, warehousing and office uses, which would result in the generation of approximately 450 jobs within a TPA.
Policy 6-11: Pursue new developments and businesses that add to the City's economic base, particularly those that generate sales tax and property tax increment revenue.	Consistent. Refer to response to Policy 6-1.
Policy 6-12: Support growth of clean industrial businesses that contribute both high-paying jobs and point-of-sales revenue.	Consistent. Refer to responses to Policies 1-3 and 6-1.
Policy 14-3: Avoid concentrating undesirable uses, service facilities and infrastructure projects in any manner that results in an inequitable environmental burden on low-income or minority neighborhoods.	Consistent. The project proposes a warehouse development, which is desirable for increasing employment opportunities within proximity to transit and housing, in place of an underutilized development, within an existing business park district and designed consistent with the site's land use designation and zoning. Project-level and cumulative impacts would not target low-income or minority neighborhoods; environmental impacts resulting from the proposed project are addressed and, if necessary, mitigated to less than significant levels, throughout this EIR.
Policy 14-7: Directly address Environmental Justice through programs and investments that reduce compound health risks within disadvantaged	Consistent. The project's potential impacts related to hazardous pollutants and criteria air pollutants, including cumulative impacts, are adequately addressed and mitigated in Section 5.6, *Hazards and*

Applicable General Plan Policies	Project Consistency Analysis
communities. Evaluate new land uses in a manner that is conscious of the cumulative impacts of pollutants and history of pollutant burden and public under investment in disadvantaged communities.	*Hazardous Materials*, and Section 5.8, *Air Quality*, respectively. Any impacts identified would not target disadvantaged communities. Further, by investing in the proposed project, the City would be providing an employment-generating use within proximity to transit and housing, which would benefit all income levels and minorities by improving the City's economy.
Policy 16-2: Improve the environmental conditions of low-income and minority populations experiencing disproportionate environmental burdens by improving the physical conditions, safety, health, livability and prosperity of their neighborhoods.	Consistent. For low-income and minority populations residing in proximity to the project site, the proposed project would improve transit facilities by installing a bus shelter, a minimum nine-foot, six-inch sidewalk, and pedestrian-scaled lighting at LBT Bus Stop #0103 Via Oro & Hughes Way NE, adjacent to the project site, to ensure compliance with accessibility and safety standards.
Policy 16-7: Address Environmental Justice through public infrastructure investments in disadvantaged communities. These investments should address compound and unique health risks by reducing and limiting air pollutant exposure, providing health care infrastructure, using clean and renewable energy where available and improving active living and transportation options, as well as access to safe recreation, food and housing options.	Consistent. Refer to responses to Policies 1-1, 1-3, 1-4, 1-6, 1-10, 5-2, and 6-1 above, regarding the project's ability to use clean and renewable energy where available and improve active living and transportation options. Regarding reducing health risks and air pollutant exposure, as detailed in Section 5.8, as the project would not exceed SCAQMD regional thresholds for operational air emissions, the project would also result in less than significant air quality health impacts.
Policy 16-8: Require an acoustical analysis prior to project approval for projects subject to CEQA review, for all noise sensitive projects located in an area with noise levels greater than 60 dBA CNEL.	Consistent. As detailed in Section 5.11, *Noise*, a noise and vibration assessment was prepared to assess the project's potential impacts on sensitive receptors; impacts were determined to be less than significant for construction and operational project activities.
LU Policy 16-15: Encourage the design of warehouse and distribution center check-in points that minimize queuing outside of the facility. The design shall also locate truck traffic within the site away from the property line(s) closest to its residential or sensitive receptor neighbors.	Consistent. Trucks would be required to use existing Driveway 1, located along Via Oro Avenue at the northwestern corner of the site, or new Driveway 3, located on the southeastern corner of the project site along Hughes Way. These driveways are not closest to property lines adjacent to sensitive receptors. The truck driveways would provide direct access to the 38 truck dock doors located on the northern side of the industrial building, which would prevent truck queuing.
Policy 20-5: Prevent stormwater runoff and pollutants from entering natural water bodies, wildlife habitats, wetlands, rivers and the Pacific Ocean.	Consistent. As detailed in Section 5.5, *Hydrology and Water Quality*, during construction of the proposed project, preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), pursuant to the requirements of the Construction General Permit (Order 2022-0057-DWQ), would include best management practices (BMPs) to control sediment and other pollutants in stormwater and non-stormwater runoff. Operation of the project would involve a proposed stormwater system consisting of source control and water treatment devices using two proprietary biofiltration BMPs.
Mobility Element	
MOP Policy 1-9: Increase mode shift of transit, pedestrians, and bicycles.	Consistent. The project site is within a TPA and adjacent to a bus stop that serves LBT Bus Route 192. By providing employment opportunities on a site within a high-quality transit corridor, the project would encourage alternative modes of transportation. Additionally, in addition to providing multiple pedestrian access points on-site that would connect to existing and planned adjacent sidewalks, the project would also feature up to 34 bicycle parking spaces, which exceeds the amount of parking required by the City's Bicycle Master Plan. Further, as requested by LBT and to meet existing and future transit demands in the project area, the project proposes to install a bus shelter, a minimum nine-foot, six-inch sidewalk, and pedestrian-scaled lighting at existing LBT Bus Stop #0103 Via Oro &

Applicable General Plan Policies	Project Consistency Analysis
	Hughes Way NE, adjacent to the project site, to ensure compliance with accessibility and safety standards.
MOP Policy 1-12: Encourage large employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.	Consistent. While the exact mix of uses for the proposed building is not yet known as there is no tenant identified, and thus no employer confirmed, the project would provide two carpool and van stalls, six standard accessible stalls, two van accessible stalls, 67 EV-capable stalls, and approximately 34 bicycle parking spaces on-site. The project would also be required to comply with the City's Transportation Demand Management Ordinance pursuant to LBMC Chapter 21.64, *Transportation Demand and Trip Reduction Measures*, as a condition of approval.
MOP Policy 1-13: Increase multimodal access to major employers and educational institutions, including Long Beach Community College.	Consistent. Refer to responses to Policies 1-9 and 1-12.
MOP Policy 1-14: Use universal design techniques to accommodate pedestrians of all ages and abilities and ensure compliance with the Americans with Disabilities Act.	Consistent. Americans with Disabilities Act (ADA) parking would be available on-site. Additionally, multiple pedestrian access gates would be provided on the ground floor of the building. The project would comply with all ADA accessibility requirements.
MOP Policy 2-15: Ensure that all new development is consistent with the applicable provisions of the Bicycle Master Plan.	Consistent. The Bicycle Master Plan does not identify any projects within or adjacent to the project site. For industrial developments over 10,000 square feet, the Bicycle Master Plan requires one bicycle parking space per 15 employees, or eight bicycle spaces per 10,000 square feet near the main entrance with good visibility. As the project would create approximately 450 permanent jobs during project operations, and would provide approximately 34 bicycle parking spaces, the project would exceed the required bicycle parking standards per the Bicycle Master Plan. As such, the project would not conflict with the Bicycle Master Plan.
MOP Policy 2-17: Ensure safe, convenient, and adequate, on- and off-street bicycle parking facilities to accommodate and encourage residents to cycle for commuting and daily needs.	
MOP Policy 4-1: Consider effects on overall mobility and various travel modes when evaluating transportation impacts of new developments or infrastructure projects.	Consistent. As detailed in responses to Policies 1-9, 2-15, and 2-17, the potential for the project to conflict with existing and planned circulation is addressed under Impact Statement TRA-1, in Section 5.7. Therein, it is determined that Mitigation Measure TRA-1 would be required during construction, which would involve the implementation of a Traffic Management Plan (TMP). The TMP would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. Overall, with implementation of Mitigation Measure TRA-1 during construction, the proposed project would not conflict with adopted policies, plans, or programs related to the circulation system, and impacts would be reduced to less than significant levels.
MOP Policy 5-3: Encourage the use of low- or no-emission vehicles to reduce pollution.	Consistent. The project proposes 67 EV-capable parking stalls.
MOP Policy 5-6: Support the development of a network of public and private alternative fuel vehicle charging/ fueling stations Citywide.	
MOP Policy 6-11: Encourage the use of transit, carpooling, and walking to reduce the need for parking.	Consistent. The project site is located within TPA and is within 0.5-mile from a high-quality transit corridor or major transit stop. As requested by LBT and to meet existing and future transit demands in the project area, the project proposes to install a bus shelter, a minimum nine-foot, six-inch sidewalk, and pedestrian-scaled lighting at existing LBT Bus Stop #0103 Via Oro & Hughes Way NE, adjacent to the project site, to ensure compliance with accessibility and safety standards. Existing and planned sidewalks along the site's street frontages would connect to pedestrian access gates for the development.

Applicable General Plan Policies	Project Consistency Analysis
	By replacing an existing, underutilized building with a new employment-generating use that is within a business park, consistent with the site zoning and land use designation, and within a TPA, the proposed project would constitute a sustainable development pattern that promotes walkability. Further, the project proposes two carpool and van stalls, six standard accessible stalls, two van accessible stalls, 67 EV-capable stalls, and approximately 34 bicycle parking spaces.
MOP Policy 6-12: Promote transit-oriented development with reduced parking requirements around appropriate transit hubs and stations to facilitate the use of available transit services.	Consistent. It should be noted that, per LBMC Section 214.41.175, *Exemption from parking minimums*, and according to the City's Parking Exempt Area Map, no minimum vehicular parking is required for the project site.[4] The project would provide approximately 34 bicycle parking spaces, which would exceed the required bicycle parking standards per the Bicycle Master Plan. Additionally, the project proposes two carpool and van stalls, six standard accessible stalls, two van accessible stalls, and 67 EV-capable stalls. Additionally, the project would provide approximately 450 jobs within a TPA.
MOG Policy 12-1: Maintain Long Beach as the hub for regional goods movement and as a gateway to national and international suppliers and markets while mitigating impacts of goods movement on the local community.	Consistent. The project proposes an approximately 332,090-square foot speculative industrial building that could be used for a mix of manufacturing, warehousing and office uses. In addition to being located within a business park, adjacent to other industrial and office uses, the project site is adjacent to the I-710, which is a major route for trucks transporting goods from the Ports of Long Beach and Los Angeles to the rail yards and distribution centers in Downtown Los Angeles.
MOG Policy 13-5: Design freight loading and unloading for new or rehabilitated industrial and commercial developments to occur off of public streets whenever and wherever feasible.	Consistent. As shown on Exhibit 3-3, *Conceptual Site Plan*, trucks would utilize Driveway 1 and Driveway 3, which would lead to 38 truck dock doors located on the northern side of the industrial building. The truck dock doors would be screened from the public roadway (Via Oro Avenue).
MOG Policy 13-8: Support infrastructure improvements and use of emerging technologies that will facilitate the clearance, timely movement, and security of domestic and international trade. This includes facilities for the efficient intermodal transfer of goods between truck, rail, marine, and air transportation modes.	Consistent. During project construction, implementation of Mitigation Measure TRA-1 would ensure traffic flow and emergency access are maintained during the construction process. Specifically, the TMP would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. The TMP would require approval from the City's Traffic Engineer, the Public Works Department, Long Beach Fire Department (LBFD), and Long Beach Police Department (LBPD) to ensure that adequate emergency access is maintained throughout construction. Project plans would be subject to review by the City to ensure that adequate emergency access or emergency responses would be provided. Additionally, the project plans would be reviewed by LBFD for compliance with fire and emergency access standards and requirements. Therefore, the project would not result in inadequate emergency access during operations.
MOR Policy 19-2: Ensure that development is appropriate and in scale with current and planned infrastructure capabilities.	Consistent. As detailed herein, the proposed development would be consistent with the project site's land use designation and zoning. As detailed in Section 5.12, *Utilities and Service Systems*, the proposed project would result in less than significant impacts related to existing and

[4] Long Beach Community Development, *Parking Exempt Area Map*, August 2025.

Applicable General Plan Policies	Project Consistency Analysis
	planned utility infrastructure and service provider capacity. Further, as detailed in Section 8.0, *Effects Found Not to be Significant*, the proposed project would have no impact or less than significant impacts related to public services, such as fire and police protection, schools, parks, and libraries.
MOR Policy 19-5: Implement low-impact development techniques to reduce and improve the quality of stormwater runoff.	Consistent. The project proposes a new drainage system that would incorporate low-impact development (LID) BMPs. Specifically, two proprietary biofiltration BMPs, operating in tandem for the entire drainage area, would be installed. The Hydrology Study prepared for the project determined that proposed LID BMPs would reduce discharge flows from the site from 8.62 cubic feet per second (cfs) under existing conditions to 3.57 cfs; refer to Appendix 11.4, *Hydrology Study*. The proposed biofiltration BMPs would remove pollutants from contaminated stormwater and treat surface flow on-site to meet the water quality standards set by the Regional Phase I Municipal Separate Storm Sewer (MS4) Permit before the water is discharged off-site into the City's municipal system.
Conservation Element	
Water Resource Management Goals	
Goal 1: To assure adequate quantity and quality of water to meet the present and future domestic, agricultural and industrial needs of the City.	Consistent. As detailed in Section 5.5, proposed stormwater quality control measures would be adequately designed and sized to prevent pollutants from contacting stormwater runoff and/or prevent discharge of contaminated stormwater runoff to the storm drain system, consistent with the Regional Phase I MS4 Permit, the City's Stormwater Management Plan, and Chapter 8.96 of the LBMC. Further, the proposed stormwater quality control measures would be properly sized to capture and mitigate flow volume from the 85th percentile 24-hour storm event, consistent with the City's LID Ordinance and Chapter 18.74, *Low Impact Development Standards*, of the LBMC. As such, the project would not have the potential to result in the violation of water quality standards or waste discharge requirements, or otherwise substantially degrade water quality. Impacts to water quality would be less than significant. As detailed in Section 5.12, the project's estimated water demand of 16.81 acre-feet per year (AFY) would equate to approximately 0.05-percent of the Long Beach Utility District's (LBUD's) surplus through 2050; impacts to water supply would be less than significant.
Goal 2: To enforce existing ordinances and develop new ordinances and promote continuing research directed toward achieving the required stringent water quality standards which regulate waste water effluent discharge to ocean waters, bays and estuaries, fresh waters and groundwater.	
Goal 5: To maintain, upgrade, and improve waste water systems and facilities serving Long Beach.	Consistent. The project would install a sewer line connection along the western project boundary to connect to the existing 15-inch sewer line in Via Oro Avenue. According to the Utilities Memorandum, the proposed development would generate approximately 12,502 gallons per day (gpd) (0.012502 million gallons per day [mgd]) of wastewater, an increase from existing conditions (7,339 gpd); refer to Appendix 11.10, *Utilities Memorandum*. The project's estimated demand of 0.012502 mgd would equate to approximately 0.05-percent of LBUD's remaining treatment capacity. Further, the project Applicant would comply with the Los Angeles County Sanitation District's (LACSD's) connection fee requirements to fund future capital improvement programs.
Soils Management Goals	
Goal 3: To minimize those activities which will have a critical or detrimental effect on geologically unstable areas and soils subject to erosion.	Consistent. As detailed in Section 5.4, *Geology and Soils*, The project site could be located on unstable or expansive soils that could result in lateral spreading, subsidence, liquefaction, or collapse. However, per Mitigation Measure GEO-1, the project would be required to implement the applicable construction and design recommendations detailed in the

Applicable General Plan Policies	Project Consistency Analysis
	Geological Investigation or an updated/final geotechnical report prepared for the project; refer to Appendix 11.3, *Geotechnical Investigation*. Compliance with Mitigation Measure GEO-1 would also be consistent with the California Building Code (CBC), as codified by LBMC Chapter 18.40, *Building Code*. Further, the project would prepare a SWPPP with erosion-control BMPs in accordance with the National Pollutant Discharge Elimination System program to be implemented during project construction, and would install a stormwater system using LID BMPs – per the Regional Phase I MS4 Permit – to control and treat runoff during project operations. Following implementation of mitigation and adherence to existing regulations, the project would be designed and constructed in such a way as to reduce impacts related to soil instability, including liquefaction, subsidence, lateral spreading, compressible/collapsible soils, and expansive soils, as well as erosion.
Goal 5: To continue to monitor areas subject to siltation and deposition of soils which could have a detrimental effect upon water quality and the marine biosphere.	Consistent. As detailed in Section 5.5, during construction of the proposed project, preparation and implementation of a SWPPP, pursuant to the requirements of the Construction General Permit (Order 2022-0057-DWQ), would implement BMPs to control sediment and other pollutants in stormwater and non-stormwater runoff. Operation of the project would involve a proposed stormwater system consisting of source control and water treatment devices using two proprietary biofiltration BMPs, which would treat runoff before it drains from the site, as well as reduce discharge compared to existing conditions. Refer to responses to Goals 1 and 2 for Water Resource Management.
Goals for Other Resources	
Goal 1: To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.	Consistent. As detailed in Section 5.4, Mitigation Measures GEO-2 and GEO-3 would require site monitoring by a professional paleontologist during construction in order to reduce impacts to undiscovered paleontological resources. As detailed in Section 5.3, *Tribal Cultural Resources*, the proposed development would not adversely impact any historical resources pursuant to Public Resources Code Section 21084.1. While no archaeological resources are known to be present on-site, Mitigation Measures CUL-1 through CUL-4 and TCR-1 through TCR-11 would provide archaeological and Native American monitoring and potential handling of any resources inadvertently discovered during project construction, which would reduce impacts to less than significant levels.
Noise Element	
Policy N1-8: Require new development to provide facilities which support the use of multimodal transportation, including walking, bicycling, carpooling, and transit.	Consistent. The project site is within a TPA and adjacent to a bus stop that serves LBT Bus Route 192. By providing employment opportunities on a site within a high-quality transit corridor, the project would encourage alternative modes of transportation. Further, in addition to providing multiple pedestrian access points on-site that would connect to existing and planned adjacent sidewalks, the project would provide two carpool and van stalls, six standard accessible stalls, two van accessible stalls, 67 EV-capable stalls, and approximately 34 bicycle parking spaces on-site.
Policy N3-2: Ensure new industrial uses are in compliance with the City's Noise Ordinance.	Consistent. As detailed in Section 5.11, neither project construction nor operations would exceed established noise standard thresholds. Further, project construction would not occur outside of the hours permitted by the LBMC.

Applicable General Plan Policies	Project Consistency Analysis
Policy N5-1: In observance of requirements imposed by the California Air Resources Board (CARB), limit the idling of heavy trucks during nighttime hours to less than five minutes.	Consistent. Project Design Feature AQ-1 would limit construction vehicle idling time to a maximum of two minutes; refer to Section 5.8.
Policy N5-7: Encourage industrial operations to utilize on-site electrical sources to power equipment rather than diesel generators where feasible.	Consistent. The project is proposed as an all-electric development, with the exception of a diesel forklift and a backup diesel emergency generator. As detailed in Section 5.8, these uses were included in the air quality analysis conservatively, as the end user of the proposed development is unknown; overall, such limited and hypothetical uses would not exceed SCAQMD emission thresholds. It should also be noted that, as detailed in Section 5.9, *Greenhouse Gas Emissions*, the project would install on-site renewable energy systems to meet 100 percent of the projected energy demand of the building systems based on the proposed use and any major equipment installation and install solar ready rooftop where there is available rooftop area to accommodate future projected energy demand increase per Mitigation Measure GHG-1 and in accordance with the City of Long Beach *Climate Action and Adaptation Plan, Climate Action + Adaptation Plan Consistency Review Checklist* (CAAP Checklist).
Policy N12-2: Limit the allowable hours construction activities and maintenance operations near sensitive uses.	Consistent. Refer to response to Policy N3-2 regarding construction noise. As detailed in Table 5.11-9, *Project Operational Noise Levels*, in Section 5.11, operational noise would not exceed established thresholds. Similar to construction activities, operational maintenance activities would be subject to the hours permitted by LBMC Section 8.80*, Noise*.
Policy N12-3: As part of the City's Municipal Code, establish noise level standards based on PlaceType and time of day, to which construction noise shall conform.	
Public Safety Element	
Development Goals	
Goal 1: Promote the redevelopment of areas, which may present safety problems.	Consistent. The project proposes to redevelop the underutilized site with a warehouse development that would generate employment and improve pedestrian and transit circulation in the project area. The project would meet Long Beach Police Department Crime Prevention Through Environmental Design (CPTED) requirements, including the installation of security lighting, surveillance cameras, securing outdoor buildings and equipment, properly maintained landscaping, and graffiti deterrent features.
Goal 2: Utilize safety considerations, as a means of encouraging and enhancing desired land use patterns.	Consistent. In order to mitigate impacts related to seismic and geologic hazards, the project would implement Mitigation Measure GEO-1, which would require that the proposed project's final construction plans and specifications incorporate the applicable construction design recommendations from the Geotechnical Investigation or an updated/final geotechnical report. Such recommendations would reduce impacts related to seismic groundshaking, liquefaction, soil erosion, unstable soils, and similar hazards to less than significant levels during project construction and operation.
Goal 3: Provide an urban environment, which is as safe from all types of hazards as possible.	
Goal 5: Use physical planning as a means of achieving greater degrees of protection from safety hazards.	
Goal 6: Encourage transportation systems, utilities, industries, and similar uses to locate and operate in a manner consistent with public safety goals.	Consistent. The project would redevelop the site by constructing a mix of manufacturing, warehousing, and office uses within a business park surrounded by similar industrial and office uses. As detailed in Section 5.6, Mitigation Measure HAZ-2, which require construction contractors to exercise additional cautions during ground disturbance activities, would be implemented so as to avoid impacts related to the emission of hazardous materials/waste/substances in proximity to school site, specifically the Rancho Dominguez Preparatory School located at 4110

Applicable General Plan Policies	Project Consistency Analysis
	Santa Fe Avenue (approximately 0.18-mile to the northwest). Additionally, as detailed in Section 5.8, impacts to other sensitive receptors, such as residential uses, in the project vicinity would be reduced to less than significant levels following implementation of Project Design Feature AQ-1, which would ensure all construction vehicle idling times are limited to a maximum of two (2) minutes per occurrence and location, both on- and off-site, to reduce localized air quality.
Goal 7: Assure continued safe accessibility to all urban land uses throughout the City.	Consistent. As detailed in responses to Policies 1-9, 2-15, and 2-17, the potential for the project to conflict with existing and planned circulation is addressed under Impact Statement TRA-1, in Section 5.7. Therein, it is determined that Mitigation Measure TRA-1 would be required during construction, which would involve the implementation of a TMP. The TMP would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. Overall, with implementation of Mitigation Measure TRA-1 during construction, access within the project vicinity would be safely maintained. Project plans would be subject to review by the City to ensure that adequate emergency access or emergency responses would be provided. Additionally, the project plans would be reviewed by LBFD for compliance with fire and emergency access standards and requirements. Therefore, the project would not result in inadequate emergency access during operations. Pedestrians would be able to access the project site utilizing existing sidewalks along Via Oro Avenue and future proposed sidewalks along Hughes Way south of the project site. Main pedestrian access to the proposed building would be provided via two office area entrances in the northeast and northwest corner of the building. Further, as requested by LBT, the project proposes to install a bus shelter, a minimum nine-foot, six-inch sidewalk, and pedestrian-scaled lighting at LBT Bus Stop #0103 Via Oro & Hughes Way NE to ensure compliance with accessibility and safety standards.
Goal 8: Encourage development that would be most in harmony with nature and thus less vulnerable to natural disasters.	Consistent. Refer to the responses to Goals 2, 3, and 5 related to seismic and geologic hazards. While the project site is not located in a flood hazard zone, the Los Angeles River is located approximately 0.01-mile east of the project site and is in a special flood hazard area (Zone A).[5,6]. However, the project proposes LID BMPs which would reduce stormwater flows on-site, including during a 25-year storm event, despite the proposed development increasing imperviousness on-site. As such, the project would not increase the risk of flooding, and impacts would be less than significant.
Goal 9: Encourage development that would augment efforts of other safety-related Departments of the City (i.e. design for adequate access for firefighting equipment and police surveillance).	Consistent. As detailed in Section 8.0, the project would not impair implementation of the *City of Long Beach Emergency Operations Plan* (EOP) or the Hazard Mitigation Plan. Project plans would be subject to City's Building and Safety Bureau and LBFD site and building plan review, which would ensure adequate emergency access and compliance with all

[5] Federal Emergency Management Agency, *National Flood Hazard Layer FIRMette*, https://msc.fema.gov/portal/search?AddressQuery=3800%20via%20oro%20avenue, accessed March 12, 2026.

[6] Federal Emergency Management Agency, *Flood Insurance Rate Map No. 06037C1955F*, effective September 26, 2008.

Applicable General Plan Policies	Project Consistency Analysis
	applicable building and fire codes. Specifically, knox boxes would be installed at all vehicular access gates to provide access for emergency responders. Additionally, Mitigation Measure TRA-1 would require a construction TMP to be prepared and implemented to ensure traffic flow and emergency access are maintained during construction activities.
Protection Goals	
Goal 3: Reduce public exposure to safety hazards.	Consistent. Refer to responses to Development Goals 1, 2, 3, 5, 6, and 8.
Goal 4: Effectively utilize natural or man-made landscape features to increase public protection from potential hazards.	Consistent. The project proposes LID BMPs which would reduce stormwater flows on-site, including during a 25-year storm event, despite the proposed development increasing imperviousness on-site. Specifically, two proprietary biofiltration BMPs, operating in tandem for the entire drainage area, would be installed and would utilize pervious drainage areas on site, including within landscaped areas. The Hydrology Study determined that, following installation of the proposed biofiltration BMPs, discharge flows from the site into the public storm drain system would decrease from 8.62 cubic feet per second (cfs) under existing conditions to 3.57 cfs. Additionally, in order to mitigate impacts related to seismic and geologic hazards, the project would implement Mitigation Measure GEO-1, which would require that the proposed project's final construction plans and specifications incorporate the applicable construction design recommendations from the Geotechnical Investigation or an updated/final geotechnical report. Such recommendations would reduce impacts related to seismic groundshaking, liquefaction, soil erosion, unstable soils, and similar hazards to less than significant levels during project construction and operation.
Goal 5: Reduce the potential adverse economic, environmental, and social conditions, which could result from a major disaster.	Consistent. Refer to responses to Development Goal 8 and Protection Goals 3 and 4.
Goal 7: Protect the citizens against possible personal loss resulting from disaster events.	
Goal 8: Assure continued safety measures for the preservation of property values.	
Remedial Action Goals	
Goal 2: Eliminate uses which present safety hazards.	Consistent. Refer to responses to Development Goal 8 and Protection Goals 3 and 4.
Air Quality Element	
Policy 5.1: Improve the balance between jobs and housing to create a more efficient urban form.	Consistent. The project proposes to redevelop the site with an approximately 332,090-square foot speculative industrial building that could be used for a mix of manufacturing, warehousing and office uses, which would result in the generation of approximately 450 jobs within a TPA; such development provides employment opportunities within in proximity to housing, or in proximity to alternative modes of transportation between jobs and housing. As indicated in Section 8.0 under Population and Housing (a), the proposed project is consistent with the site's I PlaceType and PD-26 (Subarea III) zoning district. As such, buildout of the site, including projected employment and associated population growth, was previously contemplated and planned for in the local and regional contexts (i.e., the General Plan and SCAG's Connect SoCal 2024). Thus, the project would

Applicable General Plan Policies	Project Consistency Analysis
	not result in significant impacts related to indirect substantial unplanned population growth, including an imbalance in jobs and housing.
Policy 6-1: Further reduce particulate emissions from roads, parking lots, construction sites, unpaved alleys, and port operations and related uses.	Consistent. As detailed in Section 5.8, project construction would not exceed South Coast Air Quality Management District (SCAQMD) thresholds for particulate matter emissions following compliance with SCAQMD Rule 403, Regulation XI, Rule 1113, Rule 1470, and Rule 2305, as well as implementation of Project Design Feature AQ-1 regulating truck idling time. During operation of the proposed industrial building, particulate matter emissions are similarly not anticipated to exceed applicable thresholds.
Policy 7.1: Reduce energy consumption through conservation improvements and requirements.	Consistent. The proposed warehouse building is planned to meet LEED Silver Certification pursuant to LBMC Section 21.45.400(b). As detailed in Section 5.10, the project would be designed and constructed pursuant to CALGreen, as well as the California Renewable Portfolio Standards, Building Energy Efficiency Standards, and Green Building Standards. The project would be constructed using green building materials composed of recycled materials that require less energy to produce than non-recycled materials. Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. Further, the project would include on-site EV charging stations in parking lots and bicycle parking and storage spaces.
Historic Preservation Element	
Policy P.1.1: The City shall comply with City, State, and federal historic preservation regulations to ensure adequate protection of the City's cultural, historic, and archaeological resources.	Consistent. As detailed in Section 5.3, *Tribal Cultural Resources*, the proposed development would not adversely impact any historical resources pursuant to Public Resources Code Section 21084.1. While no archaeological resources are known to be present on-site, Mitigation Measures CUL-1 through CUL-4 and TCR-1 through TCR-11 would provide archaeological and Native American monitoring and potential handling of any resources inadvertently discovered during project construction, which would reduce impacts to less than significant levels.
Urban Design Element	
Policy UD 1-1: Support the goals, strategies, and policies of the General Plan Elements.	Consistent. As detailed herein, the project would be consistent with applicable goals and policies contained in Land Use, Mobility, Conservation, Noise, Public Safety, Air Quality, Historic Preservation, Urban Design, and Seismic Safety Elements of the General Plan.
Policy UD 1-3: Promote the adaptive reuse and appropriate infill of resources within the existing urban fabric. Policy UD 2-1: Encourage a mix of building forms that embrace key historic resources of a neighborhood, encouraging architectural preservation and allowing for innovative renovations to older structures that will contribute to neighborhood character. Policy UD 2-3: Promote enhancement of the built environment through façade improvements, quality and context-sensitive infill development, and landscaping. Policy UD 2-4: Incorporate aesthetic elements such as pedestrian lighting, gateway landscape treatment, and ornamental landscaping throughout the City. Policy UD 2-5: Building elements and landscaping should screen items such as above-ground wires, communication boxes, back-flow preventers, and electric transformers that create visual distractions.	Consistent. The project would replace an existing, building with a new employment-generating use within a business park, consistent with the site's zoning and land use designation, which is in a transit-oriented and walkable neighborhood. As shown on Exhibit 3-4, *Building Elevations*, and Exhibit 3-5, *Building Materials and Colors*, the proposed industrial building would be constructed with concrete tilt-up panels with a maximum building height of 49 feet. The building would be painted with white and gray tones, and would include black anodized brow and canopies and blue reflective glazing with dark black anodized mullions. As shown in Exhibit 3-6, *Conceptual Landscape Plan*, the project would provide landscaping along the site perimeter and surface parking of the project site. The project would install various exterior lights on and around the new building and within parking areas. In addition to site landscaping, the proposed development would be screened from motorists and pedestrians by eight-foot-tall steel rolling gates along the truck access driveways. Exterior lights would be wall- or ground-mounted and shielded away from adjacent land uses. Building security lighting would be used at all entry and exit

Applicable General Plan Policies	Project Consistency Analysis
	points and would remain on from dusk to dawn but would be designed to prevent light trespass onto adjacent properties.
Policy UD 5-5: Accommodate space for the use of rooftop solar panels and other forms of renewable energy on buildings, underutilized sites, utility plants, and parking facilities through a simplified permitting process, wherever feasible.	Consistent. The project would be designed in compliance with the 2025 Title 24 Energy Code, which encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. It should also be noted that, as detailed in Section 5.9, the project would install on-site renewable energy systems to meet 100 percent of the projected energy demand of the building systems based on the proposed use and any major equipment installation and install solar ready rooftop where there is available rooftop area to accommodate future projected energy demand increase per Mitigation Measure GHG-1 and in accordance with the City's CAAP Checklist.
Policy UD 5-6: Encourage the establishment of electric vehicle charge points and other alternative fuel accommodations at new public and private projects and suitable locations throughout the City.	Consistent. The project proposes 67 EV-capable parking stalls.
Policy UD 5-10: Support infrastructure improvements that attract light industrial and clean manufacturing uses, green technology uses, clean energy-related businesses, research, and development.	Consistent. The proposed warehouse building is planned to meet LEED Silver Certification pursuant to LBMC Section 21.45.400(b). As detailed in Section 5.10, the project would be designed and constructed pursuant to CALGreen, as well as the California Renewable Portfolio Standards, Building Energy Efficiency Standards, and Green Building Standards. The project would be constructed using green building materials composed of recycled materials that require less energy to produce than non-recycled materials. Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. Further, the project would include on-site EV charging stations in parking lots and bicycle parking and storage spaces. Architectural treatments would be appropriate for a mix of industrial uses; the project would be constructed with concrete tilt-up panels with a maximum building height of 49 feet. The building would be painted with white and gray tones, and would include black anodized brow and canopies and blue reflective glazing with dark black anodized mullions.
Policy UD 8-2: Provide flexibility in building form and site design to encourage development that supports economic activity, entrepreneurship, and small businesses.	
Policy UD 8-3: Enhance walkable streets and neighborhoods to create pedestrian-friendly environments that support business vitality.	Consistent. The project site is located within a TPA and is within 0.5-mile from a high-quality transit corridor or major transit stop. As requested by LBT and to meet existing and future transit demands in the project area, the project proposes to install a bus shelter, a minimum nine-foot, six-inch sidewalk, and pedestrian-scaled lighting at LBT Bus Stop #0103 Via Oro & Hughes Way NE to ensure compliance with accessibility and safety standards. Additionally, existing and planned sidewalks along the site's street frontages would connect to pedestrian access gates for the development. By replacing an existing building with a new employment-generating use within a business park, consistent with the site's zoning and land use designation, the proposed project would constitute a sustainable development pattern that promotes multimodal transportation.
Policy UD 13-3: Encourage new development projects to provide safe pedestrian access to public sidewalks, bus and rail transit facilities, and the bicycle network.	
Policy UD 14-1: Properly scale a building's form (i.e., height and massing) to the primary street it fronts on (i.e., taller buildings on larger boulevards, smaller buildings on narrower streets).	Consistent. As detailed in Table 5.2-1, *Zoning Code Consistency Analysis*, the project would be consistent with the design standards for the PD-26 (Subarea III) zoning district, including building height.
Policy UD 14-6: Ensure new development respects the privacy concerns of adjoining properties and buildings. Building, window, and balcony orientation	Consistent. Based on 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

Applicable General Plan Policies	Project Consistency Analysis
should maximize views while preserving the privacy of surrounding neighbors by considering direct sight lines to windows and/or outdoor living spaces on neighboring lots. Minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary.	9:00 a.m. and 6:00 p.m. on Saturdays; construction activities are prohibited on Sundays. Project construction activities would be required to comply with the City's construction ordinance. There are no light-sensitive uses within the project vicinity; the project site is located within a business park, adjacent to similar industrial and office uses. LBMC Section 22.41.020, *Site Design & Layout,* states that glare may not directly, or indirectly from reflection, cause illumination on other properties that are in excess of a measurement of 0.5 foot-candles of light. According to the photometric plan prepared for the project, light spillover onto the adjacent property to the north would reach a maximum of 0.4 foot-candles of light; the site is surrounded by existing roadway rights-of-way along the eastern, southern, and western project frontages.
Policy UD 14-7: Utilize building form and development strategies in conjunction with PlaceTypes and the interface between buildings and the streets (Strategy 34-35) to create a comprehensive urban fabric.	Consistent. Refer to responses to Policies UD 1-3, UD 2-3, UD 8-3, UD 13-3, UD 14-1, UD-14-6.
Policy UD 15-2: Promote infill projects that support the designated PlaceType and be appropriate in their use, scale, compactness of development, and design character with adjacent sites and nearby existing development.	
Policy UD 16-3: Focus new development with the greatest intensity and broadest mix of uses, along transit-supportive corridors, downtown, and near transit stations.	
Policy UD 24-1: Promote flexible interior spaces, integrated technological resources, innovative architectural styles, and enhanced entrances and frontages to attract creative office and neo-industrial uses.	Consistent. The project proposes a speculative industrial building with flexibility to accommodate a mix of manufacturing, warehousing, and office uses consistent with the Industrial PlaceType. As shown on Exhibit 3-4 and Exhibit 3-5, the proposed industrial building would be constructed with concrete tilt-up panels with a maximum building height of 49 feet. The building would be painted with white and gray tones, and would include black anodized brow and canopies and blue reflective glazing with dark black anodized mullions.
Policy UD 24-2: Protect and enhance viable industrial uses to retain job employment opportunities and job diversity.	Consistent. The project proposes a speculative industrial building that could be used for a mix of manufacturing, warehousing and office uses within a business park district. The project would generate up to 450 jobs.
Policy UD 24-6: Provide heavily landscaped edges and screening along industrial corridors to make them more attractive to pedestrians, bicyclists, and transit users.	Consistent. As shown on Exhibit 3-6, the project would provide landscaping along the site perimeter and surface parking of the project site. The project would also plant street trees and screening shrubs along Via Oro Avenue and Hughes Way. Approximately 193 trees (36-inch box size) of various species would be planted on- and off-site (e.g., street trees) in addition to shrubs and groundcover plants. Anticipated landscape trees include Australian willow (*Geijera parviflora*), African fern pine (*Podocarpus gracilior*), Brisbane box (*Tristania conferta*), holly oak (*Quercus ilex*), desert museum (*Cercidium F. 'Desert Museum'*), sweet bay (*Laurus nobilis*), Afghan pine (*Pinus eldarcia*), and fruitless olive tree (*Olea E. 'Wilsonii'*).
Policy UD 24-7: Establish parkways, planted medians, and street trees along the sidewalk to increase permeable surface areas.	
Policy UD 24-4: Utilize sites away from neighborhoods for more intense industrial uses.	Consistent. The project site is located within a business park, surrounded by other industrial and office uses and would not adversely impact existing neighborhoods.
Seismic Safety Element	

Applicable General Plan Policies	Project Consistency Analysis
Development Goals	
Goal 1: Utilize seismic safety considerations as a means of encouraging and enhancing desired land use patterns.	Consistent. In order to mitigate impacts related to seismic and geologic hazards, the project would implement Mitigation Measure GEO-1, which would require that the proposed project's final construction plans and specifications incorporate the applicable construction design recommendations from the Geotechnical Investigation or an updated/final geotechnical report. Such recommendations would reduce impacts related to seismic groundshaking, liquefaction, soil erosion, unstable soils, and similar hazards to less than significant levels during project construction and operation.
Goal 2: Provide an urban environment which is as safe as possible from seismic risk.	
Goal 3: Use physical planning as a means of achieving greater degrees of protection from seismic safety.	
Goal 4: Encourage development that would be most in harmony with nature and thus less vulnerable to earthquake damage.	
Goal 5: Strive to encourage urbanization patterns which preserve and/or create greater earthquake safety for residents and visitors.	
Protection Goals	
Goal 3: Assure continued economic stability and growth by minimizing potential seismic hazards.	Consistent. Refer to responses to Development Goals 1 through 5.
Goal 5: Provide the maximum feasible level of seismic safety protection services.	
Source: City of Long Beach, *City of Long Beach General Plan*, updated 2023.	

As demonstrated in Table 5.1-1, the proposed project would be consistent with relevant General Plan policies, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG BEACH MUNICIPAL CODE

LU-2 WOULD THE PROJECT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH THE LONG BEACH MUNICIPAL CODE ?

Impact Analysis: Per Ordinance No. C-6621, the PD-26 (Subarea III) zoning district permits the proposed mix of manufacturing, warehousing, and office uses. The PD-26 (Subarea III) zoning district regulates height to a maximum of 60 feet; the proposed project would be consistent as the project's maximum building height would be 49 feet. Per Section D, *Development Intensity*, of Ordinance No. C-6621, the development intensity of each site is provided by a trip budget. Floor area allocations are derived from the allocated trips in the p.m. peak hour. The trip conversion to square foot of floor area varies by each proposed use, where warehouse uses are forecasted to generate 0.45 trips per 1,000 square feet of gross usable floor area. Based on PD-26 Table 2, *Trips by Subarea*, Subarea III has a maximum of 1,457 total allowed trips. The project site is specifically located within the ownership parcel identified as Subarea L (Nelfour), which has a maximum of 855 total allowed trips. As the project proposes 332,090 gross square feet of floor area, at a rate of 0.45 trips per 1,000 square feet, the project would generate approximately 149 trips, which is below the 855-trip threshold for the

Subarea L (Nelfour) ownership parcel in Subarea III.[7] As such, the proposed intensity would be consistent with Ordinance No. C-662 .

The project's consistency with other applicable development standards contained in Ordinance No. C-6621, as well as in the LBMC, such as site setbacks, landscaping, and driveway width, is detailed in Table 5.2-1, *Zoning Code Consistency Analysis*, in Section 5.2, *Aesthetics*. The project's consistency with sitewide lighting standards is also addressed in Section 5.2. It should be noted that, per LBMC Section 214.41.175, *Exemption from parking minimums*, and according to the City's Parking Exempt Area Map, no minimum vehicular parking is required for the project site.[8] However, the project would provide 333 parking stalls, of which 256 would be standard stalls, two carpool and van stalls, six standard accessible stalls, two van accessible stalls, 67 EV-capable stalls, and approximately 34 bicycle parking spaces on-site. Overall, the project would be consistent with applicable development standards for the site, and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

LU-3 WOULD THE PROJECT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH THE SCAG 2024-2050 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY?

Impact Analysis: SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted Connect SoCal 2024. Connect SoCal 2024 is supported by a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and Federal Clean Air Act requirements, increased housing production, improved equity and resilience, the preservation of natural lands, improvement of public health, increased transportation safety, support for the region's vital goods movement industries and more efficient use of resources. Applicable Connect SoCal 2024 goals include:

- Mobility: Build and maintain an integrated multimodal transportation network;
- Communities: Develop, connect, and sustain communities that are livable and thriving;
- Environment: Create a healthy region for the people of today and tomorrow; and
- Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region.

The project's consistency with the Connect SoCal 2024 goals is analyzed in Table 5.9-3, *Consistency with the 2024-2050 RTP/SCS*, in Section 5.9, *Greenhouse Gas Emissions*. As shown in Table 5.9-3, the proposed project would be consistent with SCAG's regional planning efforts and a less than significant impact would occur in this regard.

[7] 332,090 gross square feet / 1,000 square feet = 332.09 * 0.45 = 149.44.
[8] Long Beach Community Development, *Parking Exempt Area Map*, August 2025.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis,* cumulative projects are situated in the project vicinity.

- **WOULD THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, 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 AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Table 4-1 identifies related projects in the project vicinity determined as having the potential to interact with the proposed project to the extent that a significant cumulative land use impact may occur. Development projects within the City and neighboring jurisdictions undergo a similar plan review process to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable jurisdiction's land use designation(s) and zoning district(s). Each project would be analyzed to ensure consistency and compliance with the applicable jurisdiction's general plan goals and policies, municipal code, and other applicable land use plans or policies, such as SCAG's Connect SoCal 2024.

As analyzed above, the proposed project would be consistent with relevant goals, policies, and/or standards from the General Plan, LBMC, and Connect SoCal 2024. Thus, the proposed project would not result in significant cumulatively considerable impacts in this regard. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to land use and planning have been identified.

5.2 Aesthetics

5.2 AESTHETICS

This section describes the aesthetic and visual character of the project area and evaluates the potential for aesthetic and light and glare impacts associated with implementation of the project.

5.2.1 EXISTING SETTING

The City of Long Beach (City) is located in southeastern Los Angeles County, approximately 16 miles south of downtown Los Angeles. The City is within a region consisting of a series of mountain ranges separated by fault zones, and a coastal plain of landforms, with the Pacific Ocean adjacent to the south. Surrounding cities include Carson and Los Angeles to the west; the cities of Compton, Paramount, and Bellflower to the north; and the cities of Lakewood, Hawaiian Gardens, and unincorporated Orange County to the east. The urban environment of the City has been continually cultivated and developed over the past 150 years. It is characterized by a strong grid-like street layout, unique walkable neighborhoods, and a recently revitalized downtown. The City can be defined through its many districts that vary by the mix of land uses and architectural character. Residential districts comprise the largest area of the City, but there are also other large districts such as industrial districts and the Downtown district.

The project site is located at 3800 Via Oro Avenue and is generally situated between an industrial use to the north, Interstate 710 (I-710) to the east, Hughes Way to the south, and Via Oro Avenue to the west. The project site is currently occupied by a single-story television broadcasting facility facing Via Oro Avenue and Hughes Avenue and a surface parking lot to the north of the building. The northeast corner of the site is vacant and undeveloped with disturbed, non-native vegetation, and the southeast corner of the site is undeveloped and graded (solar panels covering this area were recently removed in June 2025). Limited areas of landscaping are located on the project site, primarily limited to grass, shrubs, and trees adjacent to Via Oro Avenue and Hughes Way and surrounding the surface parking lot. Building and parking lot lighting are present on-site. There are 18 satellite dishes located south of the existing building and three 12,000-gallon diesel aboveground storage tanks for emergency generators are located to the east of the building. The site is primarily fenced-in, with a combination of black iron fencing and access gates, an earth-toned concrete wall, and chain-link fencing. According to the *City of Long Beach Zoning and Land Use App*, the project site has an Industrial (I) PlaceType and is zoned Planned Development (PD) 26 (Subarea III).[1]

Overall, the project site is located within a business park district, with an existing industrial use (DENSO Products and Services Americas, Inc.) located to the north of the project site; office uses (Los Angeles County Department of Public Social Services and City of Long Beach Housing Authority) located to the south of the site, across Hughes Way; and office uses (Long Beach Unified School District, Mangan Inc., ERP Integrated Solutions, Inc., etc.) located to the west of the site, across Via Oro Avenue. The Los Angeles River is approximately 0.01-mile east of the project site. Regional access to the site is provided via I-710 and Interstate 405 (I-405). Local access is provided from Via Oro Avenue and Hughes Way. A sidewalk fronts the project site to the west along Via Oro

[1] City of Long Beach, *City of Long Beach Zoning and Land Use App,* https://longbeachca.maps.arcgis.com/apps/webappviewer/index.html?id=17b68e7082ef4a4ea8ba6b0d04729758, accessed January 22, 2026.

Avenue, and there is an existing bus stop on Via Oro Avenue directly adjacent to the project site which is served by Long Beach Transit Bus Route 192.

LIGHT AND GLARE

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows, and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, transportation corridors, and aircraft landing corridors.

As mentioned above, the project site is currently developed with a single-story television broadcasting facility and ancillary structures. Surrounding urban development includes a mix of industrial and office uses, as well as the I-710. As a result, various sources of light and glare are present in the area. On-site lighting associated with existing uses includes building illumination and security lighting. Lighting caused by car headlights and street lighting associated with surrounding roadways/freeways further influences lighting in the project area. The existing perimeter fencing and concrete wall shield much of the existing single-story structure on-site, and visible building exteriors do not include highly polished surfaces. Existing sources of glare during the evening or nighttime hours include vehicle headlights along surrounding roadways/freeways. There are no light-sensitive uses within the project vicinity.

5.2.2 REGULATORY SETTING

LOCAL LEVEL

City of Long Beach General Plan

URBAN DESIGN ELEMENT

The Urban Design Element addresses both the preservation of existing neighborhoods that define the unique character of the City, as well as the development to allow for continued adaptation and improvement of the built environment. As a development designated with the Industrial PlaceType, the proposed project would be subject to the following strategies and policies of the Urban Design Element:

- Strategy 24: Protect and enhance established Industrial PlaceType.

- Policy UD 24-1: Promote flexible interior spaces, integrated technological resources, innovative architectural styles, and enhanced entrances and frontages to attract creative office and neo-industrial uses.
- Policy UD 24-4: Utilize sites away from neighborhoods for more intense industrial uses.
- Policy UD 24-6: Provide heavily landscaped edges and screening along industrial corridors to make them more attractive to pedestrians, bicyclists, and transit users.
- Policy UD 24-7: Establish parkways, planted medians, and street trees along the sidewalk to increase permeable surface areas.

Long Beach Municipal Code

LIGHTING AND GLARE

LBMC Section 8.26.130, *Lighting*, which requires that facilities have adequate and effective illumination in all operations and areas, following standards set forth by the Society of Illuminating Engineers to the National Institute for Occupational Safety and Health.

LBMC Section 8.80.202, *Construction Activity – Noise Regulations*, allows construction between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Friday and 9:00 a.m. and 6:00 p.m. on Saturdays. Construction activity is prohibited outside the aforementioned hours except for emergency work authorized by the City's Building Official. Construction is also prohibited on Sundays and federal holidays except for emergency work authorized by the City's Building Official or Noise Control Officer.

TITLE 21, ZONING

Title 21, *Zoning*, of the LBMC includes property development standards, as well as design guidelines, for development projects within the City. Among the aspects of development regulated by the LBMC are types of allowable land uses, setback and height requirements, landscaping, walls, fencing, signage, access, parking requirements, storage areas, and trash enclosures. The LBMC also provides performance standards for various land use types to measure development projects' consistency with such regulations.

Per LBMC Section 21.41.251, *Driveways and curb cuts*, all uses shall provide a paved driveway from the required parking space(s) to the public street or alley of at the least minimum width specified in Table 41-4, *Maximum Number and Width of Driveways and Curb Cuts*. A greater width may be required where the Director of Public Works determines it is beneficial to public safety or traffic circulation.

ORDINANCE NO. C-6621, WEST LONG BEACH BUSINESS PARKS PLANNED DEVELOPMENT (PD-26)

The project site is zoned PD-26 (West Long Beach Business Parks Planning Development), within Subarea III. PD-26 was adopted by the City in 1989 with the intent to provide a framework to guide substantial private development creating a high-intensity business center. PD-26 promotes access to jobs and advances the City's economic development goals. The primary land uses in PD-26 (Subarea III) consist of office, research and development, light manufacturing, and warehousing.

Per Section I.C, *Design Quality*, of Ordinance No. C-6621, all new development shall be of a high quality. Buildings shall contain high-quality materials and shall contain substantial detailing. Building facades shall also contain substantial articulation. Any building walls without windows, even when intended to be covered by a later phase of the same development shall be finished with decorative materials or designs to the satisfaction of the Site Plan Review Committee. Highly reflective glazing materials are discouraged. Glare studies shall be required for glazing with a reflectivity greater than 15 percent and reflectivity greater than 20 percent shall not be allowed without an exception for good cause by the Site Plan Review Committee.

5.2.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Have a substantial adverse effect on a scenic vista (refer to Section 8.0, *Effects Found Not To Be Significant*);
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (refer to Section 8.0, *Effects Found Not To Be Significant*);
- 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? (refer to Impact Statements AES-1); and/or
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.2.4 IMPACTS AND MITIGATION MEASURES

SCENIC QUALITY REGULATIONS

AES-1 IF THE PROJECT IS IN AN URBANIZED AREA, WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?

Impact Analysis: The project site is developed with, and surrounded by, urbanized uses. Thus, for the purpose of this threshold, the project's potential to conflict with applicable zoning and other regulations governing scenic quality is evaluated.

The project proposes to demolish all existing on-site structures and redevelop the site with an approximately 332,090-square foot concrete tilt-up speculative industrial building that could be used for a mix of manufacturing, warehousing and office uses; refer to Exhibit 3-3, *Conceptual Site Plan*.

ZONING CODE CONSISTENCY ANALYSIS

Per Ordinance No. C-6621, the PD-26 (Subarea III) zoning district permits the proposed mix of manufacturing, warehousing and office uses. Table 5.2-1, *Zoning Code Consistency Analysis*, details the proposed project's consistency with the LBMC and specifically with the PD-26 (Subarea III) zoning district. As described therein, the project would be consistent with applicable development standards for the site related to scenic quality.

Table 5.2-1
Zoning Code Consistency Analysis

Applicable Development Standards	Project Consistency Analysis
Ordinance No. C-6621	
Building height – four stories, not to exceed 60 feet (excluding roof-top equipment, penthouses, and parapets).	Consistent. The project proposes a speculative industrial building with a maximum height of 49 feet.
Street frontage setbacks – 20 feet.	Consistent. The proposed development would have an 85-foot setback from the site frontage along Via Oro Avenue. A 34-foot setback would be provided from the site frontage along Hughes Way.
Interior property line setbacks – 20 feet.	Consistent. An interior setback ranging from 119 feet to 184 feet would be provided from the northern property line.
Exterior property line, non-street frontage setbacks – 20 feet.	Consistent. A minimum setback of 62 feet, 10 inches would be provided from the eastern exterior property line.
Landscaping – one tree of not less than 15-gallon size for each 25 linear feet of street frontage; plus one tree of not less than 15-gallon size for each four parking places, plus one tree of not less than 24-inch-box size for each 25 linear feet of parking structure street frontage plus three shrubs of not less than five-gallon size for each tree.	Consistent. The project site's frontage along Via Oro Avenue is approximately 550 feet in length, and as such, 22 trees would be required. The project site's frontage along Hughes Way is approximately 860 feet in length, and as such, 35 trees would be required. The project proposes a total of 333 parking spaces, and as such, 84 trees would be required. In total, the project is required to provide 141 trees. Approximately 193 trees (36-inch box size) of various species would be planted on- and off-site (e.g., street trees) in addition to shrubs and groundcover plants. Anticipated landscape trees include Australian willow (*Geijera parviflora*), African fern pine (*Podocarpus gracilior*), Brisbane box (*Tristania conferta*), holly oak (*Quercus ilex*), desert museum (*Cercidium F. 'Desert Museum'*), sweet bay (*Laurus nobilis*), Afghan pine (*Pinus eldarcia*), and fruitless olive tree (*Olea E. 'Wilsonii"*). Additionally, the project would provide shrubs along the entire site perimeter, exceeding the required minimum of three shrubs for each tree; refer to Exhibit 3-6, *Conceptual Landscape Plan*.
All areas exterior to buildings that are not landscaped shall be paved.	Consistent. As depicted in Exhibit 3-3, the project site would be improved with the proposed building, perimeter landscaping, vehicle/truck drive aisles, surface parking and truck docks, and pedestrian walkways. All areas outside of the building footprint would be landscaped or paved.
All mechanical equipment shall be screened from view of pedestrians or motorists by screening that is	Consistent. As shown on Exhibit 3-4, *Building Elevations*, and Exhibit 3-5, *Building Materials and Colors*, the concrete panels that comprise the building's exterior would reach a height slightly higher than the roof's

Applicable Development Standards	Project Consistency Analysis
architecturally compatible with the principal buildings on the site.	surface, ensuring that any rooftop mechanical equipment is screened from pedestrians and motorists along Via Oro Avenue and Hughes Way. It should also be noted that, as detailed in Section 5.9, *Greenhouse Gas Emissions*, the project would install on-site renewable energy systems to meet 100 percent of the projected energy demand of the building systems based on the proposed use and any major equipment installation and install solar ready rooftop where there is available rooftop area to accommodate future projected energy demand increase per Mitigation Measure GHG-1 and in accordance with the City of Long Beach *Climate Action and Adaptation Plan, Climate Action + Adaptation Plan Consistency Review Checklist* (CAAP Checklist). Any roof-mounted solar panels would be screened similar to proposed mechanical equipment; if solar panels are installed elsewhere on the project site, appropriate screening from pedestrians and motorists would be required.
LBMC Section 21.41.251	
Driveway width when site width is 401 feet plus (no alley or paved alley less than 10 feet in width - 3 curb cuts, 24 feet maximum width each).	Consistent. The vehicular driveway (Driveway 2) provided along Via Oro Avenue would require one curb cut and have a width of 24 feet. The project proposes widths of 40 feet each for Driveway 1 and Driveway 3. Larger widths for Driveway 1 and Driveway 3 would be required for truck access, which would be consistent with the LBMC upon approval of the Director of the Long Beach Public Works Department.
Separation between driveways on same site - twenty feet of full height curb.	Consistent. The distance between the two proposed driveways along Via Oro Avenue (Driveway 1 and Driveway 2) would be approximately 228 feet, seven inches.
Two-Way Driveways [in Nonresidential Zones]. Such driveways shall be located not less than 90 feet from any intersection for all lots with 125 feet or more of street frontage.	Consistent. Driveway 2 would be located approximately 154 feet, five inches from the intersection of Via Oro Avenue and Hughes Way.

Source: City of Long Beach, *Ordinance No. C-6621, West Long Beach Business Parks Planned Development Plan (PD-26)*, 1989; City of Long Beach, *Long Beach Municipal Code, Codified through Ordinance No. ORD-26-0002*, adopted January 13, 2026.

GENERAL PLAN CONSISTENCY ANALYSIS

The Industrial PlaceType is reserved for manufacturing, processing, construction and heavy equipment yards, warehousing of products, research and development, creation of prototypes and a broad range of similar industrial practices and processes. This PlaceType allows for buildings up to 65 feet high. As a proposed 49-foot-tall industrial building designed for a mix of manufacturing, warehousing and office uses, the proposed development would be consistent with the Industrial PlaceType.

Table 5.2-2, *General Plan Consistency Analysis*, details the proposed project's consistency with the Urban Design Element policies specific to the Industrial PlaceType. As described therein, the project would be consistent with applicable policies related to scenic quality.

Table 5.2-2
General Plan Consistency Analysis

Applicable Development Standards	Project Consistency Analysis
Policy UD 24-1: Promote flexible interior spaces, integrated technological resources, innovative architectural styles, and enhanced entrances and frontages to attract creative office and neo-industrial uses.	Consistent. The project proposes a speculative industrial building with flexibility to accommodate a mix of manufacturing, warehousing and office uses consistent with the Industrial PlaceType. As shown on Exhibit 3-4 and Exhibit 3-5, the proposed industrial building would be constructed with concrete tilt-up panels with a maximum building height of 49 feet. The building would be painted with white and gray tones, and would include black anodized brows and canopies, and blue reflective glazing with dark black anodized mullions. While the building would not be open to the public, sidewalks along street frontages would lead to pedestrian access gates along the perimeter fencing, which would be constructed of tube steel.
Policy UD 24-6: Provide heavily landscaped edges and screening along industrial corridors to make them more attractive to pedestrians, bicyclists, and transit users. Policy UD 24-7: Establish parkways, planted medians, and street trees along the sidewalk to increase permeable surface areas.	Consistent. As shown on Exhibit 3-6, the project would provide drought-tolerant landscaping along the site perimeter and surface parking of the project site. The project would also plant street trees and screening shrubs along Via Oro Avenue and Hughes Way. Anticipated landscape trees include Australian willow (*Geijera parviflora*), African fern pine (*Podocarpus gracilior*), Brisbane box (*Tristania conferta*), holly oak (*Quercus ilex*), desert museum (*Cercidium F. 'Desert Museum'*), sweet bay (*Laurus nobilis*), Afghan pine (*Pinus eldarcia*), and fruitless olive tree (*Olea E. 'Wilsonii'*).
Policy UD 24-4: Utilize sites away from neighborhoods for more intense industrial uses.	Consistent. The project site is located within a business park district, surrounded by other industrial and office uses and would not adversely impact existing neighborhoods.

Source: City of Long Beach, *City of Long Beach General Plan Urban Design Element*, December 2019.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LIGHT AND GLARE

AES-2 WOULD THE PROJECT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?

Impact Analysis: A significant impact may occur if lighting, as part of the proposed project, exceeds adopted thresholds for light and glare, including exterior lighting or light spillover,[2] or if the proposed project creates a substantial new source of light or glare. There are no light-sensitive uses within the project vicinity.

[2] Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

CONSTRUCTION

Based on 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; construction activities are prohibited on Sundays. Project construction activities would be required to comply with the City's limits on construction activities in LBMC Section 8.80.202. While some construction activities could result in moments of light or glare impacts (e.g., sun reflecting on equipment), sources of light and glare are present in the urbanized project area during day and nighttime hours, particularly from existing uses and vehicular traffic along Via Oro Avenue. As such, light and glare-related construction impacts would be less than significant.

OPERATIONS

The project would install various exterior lights on and around the new building, truck court area, and within parking areas. Exterior lights would be wall- or ground-mounted and shielded away from adjacent land uses. Building security lighting would be used at all entry and exit points and would remain on from dusk to dawn but would be designed to prevent light trespass onto adjacent properties. All exterior lighting would meet applicable City lighting requirements outlined in the LBMC, including Section 8.26.130, *Lighting*.

Further, the project would not incorporate any highly polished surfaces into the exterior architectural features of the building. As shown in Exhibit 3-4, the proposed industrial building would be constructed with concrete tilt-up panels, and painted with white and gray tones. It would include black anodized brow and canopies and blue reflective glazing with dark black anodized mullions. Street trees and shrubs, as well as eight-foot-tall steel rolling gates would screen the development from pedestrians, motorists, and adjacent uses, further reducing light and glare impacts. While the sliding security gates may include finishes with reflective glazing, such finishes would be limited to this portion of the project, and would comply with glare requirements established in Section I.C of Ordinance No. C-6621.

Overall, with incorporation of the proposed site design and compliance with light and glare regulations in the LBMC, impacts during construction and operation would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.2.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis*, cumulative projects are situated in the project vicinity.

SCENIC QUALITY REGULATIONS

- **WOULD THE PROJECT, COMBINED WITH OTHER CUMULATIVE PROJECTS, CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: As discussed, the City is largely built out with relatively little land available for new development. As a result, the cumulative development projects identified in Table 4-1 primarily consist of infill development and would result in development similar to what currently exists in the surrounding vicinity. Additionally, the City would review site-specific development proposals against the City's LBMC requirements for all future projects requiring discretionary approval. This regulatory procedure would ensure cumulative development is reviewed against the qualities and characteristics expected of development and major renovations in the City. Cumulative development would be reviewed against applicable General Plan policies as well.

As indicated under Impact Statement AES-1, the proposed project would be consistent with applicable zoning and regulations related to scenic quality upon approval of the proposed project. Overall, these standards would serve to improve the scenic quality within the project site. Thus, cumulative impacts to scenic quality regulations would be less than significant, and the proposed project would not significantly contribute to cumulative impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LIGHT AND GLARE

- **WOULD THE PROJECT, COMBINED WITH OTHER CUMULATIVE PROJECTS, CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Development of cumulative projects could result in increased light and glare in the City during construction and operational activities. However, all cumulative development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with light and glare. Additionally, similar to the proposed project, cumulative projects would be required to comply with lighting standards as detailed in the LBMC.

As discussed under Impact Statement AES-2, following compliance with the LBMC, the proposed project would result in a less than significant impact with respect to light and glare. Thus, the project would not cumulatively contribute to the creation of substantial new lighting or glare and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to aesthetics/light and glare have been identified.

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5.3 Tribal and Cultural Resources

5.3 TRIBAL AND CULTURAL RESOURCES

The purpose of this section is to identify potential project impacts to existing cultural and tribal cultural resources. This section is primarily based upon the following technical study; refer to Appendix 11.2, *Cultural Resources Assessment*:

- *Cultural and Paleontological Resources Assessment for the 3800 Via Oro Avenue Project in the City of Long Beach, Los Angeles County, California* (Cultural Resources Assessment), prepared by Kimley Horn and Associates, Inc., dated October 2025.

5.3.1 EXISTING SETTING

NATURAL SETTING

The project site is located within a developed area of the City of Long Beach (City), approximately 0.01-mile west of the Los Angeles River. The site is located within a portion of southern California, which stretches from the Los Angeles area to Baja California in Mexico. This region consists of a series of mountain ranges separated by fault zones, and a coastal plain of landforms. Metamorphic rocks that were affected by igneous rocks underlie the mountain ranges, while marine and nonmarine sedimentary formations underlie the coastal plain.

Locally, the project site is relatively flat with an elevation ranging from 28.1 to 34.1 feet above mean sea level (msl). Based on the Geotechnical Investigation prepared for the project, the site is underlain by artificial fill comprised of varying proportions of sand, silt, and clay reaching a maximum depth of approximately 8.5 feet below ground surface (bgs); native Holocene-age alluvium underlies the artificial fill to a depth of at least 50 feet bgs (maximum depth of exploration), and groundwater is expected to occur as shallow as 17 feet bgs; refer to Appendix 11.3, *Geotechnical Investigation*.

CULTURAL SETTING

Prehistoric Period

EARLY HOLOCENE (10,000 TO 7,500 CALIBRATED YEARS BEFORE PRESENT [CAL BP])

A gradual warming of the environment occurred during the Early Holocene. Researchers have proposed that groups from the Early Holocene were highly mobile and traveled across wide ranges. Cultural resources were portable or expedient to accommodate mobility. Archaeologists have recorded artifacts associated with hunting and plant processing at early Holocene sites, such as projectile points, bifaces, and groundstone tools.

MIDDLE HOLOCENE (7,500 TO 3,500 CAL BP)

The Millingstone Period during the Middle Holocene is characterized by new artifact types. The warming of the environment resulted in adaptations to changing environments and associated plant and animal resources. Temporary and seasonal camps were utilized during the Middle Holocene. Tools were intentionally cached, which indicates an intent to return to specific sites over time. Diagnostic artifacts have been recorded at Middle Holocene sites, such as Pinto and Silver Lake projectile points.

LATE HOLOCENE (3,500 CAL BP THROUGH HISTORIC CONTACT)

Archaeological sites from the Late Holocene contain increasingly diverse artifact assemblages. Increased population is evident and multiple family groups likely coexisted within the communities. Proximity to water was an important factor for the seasonal and permanent settlements. Late prehistoric archaeological sites contained diverse artifact assemblages, including projectile points, ceramics, pendants, incised stones, and shell beads. An increase in hunting efficiency occurred during the Late Prehistoric Period and Protohistoric Period, which is evident by the bow and arrow technology. An abundance of mortars and pestles have been recorded at village sites and further indicates a transition towards sedentary habitation.

ETHNOGRAPHIC HISTORY

According to the General Plan Historic Preservation Element, the earliest known occupants of the area that would become Long Beach were Native Americans. The Gabrieleño/Tongva tribe occupied nearly the entire basin and coastline comprising the counties of Los Angeles and Orange.[1] Although Alfred Kroeber recorded the territories of southern California tribes in 1925, the ancient territorial borders remain inexact for two reasons: first, territorial boundaries were flexible and, secondly, indigenous borders and land use were not recorded until after European settlements displaced many Native American communities. Although firm and defining borders cannot be known, archaeological, ethnographic, and historic evidence exists to support the conclusion that the Project area is located within a large geographic area inhabited by the Gabrieleño/Tongva, also known as the First Peoples.

Named after the Mission San Gabriel, the Gabrieleño/Tongva were one of the wealthiest and largest Native American groups in southern California, along with the Chumash. The Gabrieleño/Tongva have a rich and diverse material culture, traditionally including shell set in asphaltum, carvings, painting, baskets, an extensive steatite industry, and a wide range of stone, shell, and bone materials. At the time of European colonization, they inhabited numerous permanent villages in fertile lowlands along waterways in sheltered areas along the coast, each of which held a population in the low hundreds. Smaller villages were also located at varying distances from these permanent villages, all of which were highly connected via economic, religious, and social ties. Villages contained circular and domed homes made of tule mats, fern, or carrizo, as well as small, circular earth-covered sweathouses. Their hunting and gathering subsistence strategy included land and offshore efforts that resulted in the take of both small and large land animals, sea mammals, river and ocean fish, and a variety of plant resources. The population sometimes migrated between villages on a temporary basis throughout the year, returning to their permanent villages for ceremony or when resources needed to be replenished.

The long history of European colonization and harmful displacement of Native Americans initially began in 1542 as a result of Juan Rodríguez Cabrillo visiting the area during exploration. Following many subsequent Spanish visits to the region, the colonization of the indigenous population continued in 1769 around the same time as the establishment of Missions San Gabriel in 1771 and San Fernando in 1797. Due in part to the introduction of new diseases, as well as the harsh conditions of mission life, the indigenous population quickly dwindled and cultural practices were lost. Following the secularization of the missions, most surviving Gabrieleño/Tongva became wage laborers on the ranchos of Mexican California and were later nearly completely wiped out as a result of a smallpox

[1] In the present day, there are preferences for different terms depending on tribe. As such, for the purposes of this analysis and for continuity with the ethnographic record, they will be referred to as the Gabrieleño/Tongva.

outbreak in the 1860s. The combination of removal, murder, disease, forced labor, and poor diet contributed to the harmful diaspora of the Gabrieleño/Tongva from established villages to scattered areas of the Los Angeles Basin for survival. This history of displacement within their own ancestral lands has led to difficulty in attaining federal recognition. However, the 20th century found a revitalization of the Gabrieleño/Tongva people and culture, and though the communities remain unrecognized by the federal government, they remain a very active people in the Los Angeles Basin today.

American History

The Treaty of Guadalupe Hidalgo in 1848 ended the Mexican-American War and the Mexican Rancho Period. California achieved statehood in the United State in 1850. Afterwards, this area was largely settled as farmland due to the rich, fertile soil. The arrival of the railroad in the 1880s brought new industry and increased development to the region. The City of Long Beach incorporated in 1897. Later, the City experienced a boom in development and population growth in 1921 after the discovery of oil. The City continued to expand as a seaside resort and port city with the success of a boardwalk entertainment area. A 6.4-magnitude earthquake devastated the City in 1933, leading to a new era of City construction and development.

PROJECT SITE

Site History and Historic Context

Based on historic aerial imagery dating back to 1953, as well as historic topographic maps dating back to 1896, the project site consisted of agricultural land until the 1980s. The adjacent access roads Via Oro Avenue and Hughes Way were established between 1972 and 1980. A parking lot was developed on the project site between 1980 and 1987. A commercial building (the existing single-story television broadcasting facility) and a second parking lot were constructed in 1995. Three ancillary buildings were constructed between 1998 and 1999. A solar facility was constructed in the eastern portion of the project site between 2014 and 2016, and the ancillary buildings were removed. The solar panels were recently removed in June 2025; few changes have occurred to the built environment since that time.

The existing facility is used for broadcasting television programs and related activities. The interior of the main building consists of office space and a broadcast center. Twelve satellite dishes are located south of the existing building and three 12,000-gallon diesel aboveground storage tanks for emergency generators are located to the east of the building. Limited areas of landscaping are located on the project site, primarily limited to grass, shrubs, and trees adjacent to Via Oro Avenue and Hughes Way and surrounding the surface parking lot. Building and parking lot lighting are present on-site. The site is accessed via two driveways on Via Oro Avenue and one driveway on Hughes Way.

CULTURAL RESOURCES

Records Search

A cultural records search was conducted on March 20, 2025 at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The search was conducted to identify previous cultural resources studies and previously recorded cultural resources within a 0.5-mile radius of the project site.

PREVIOUS CULTURAL RESOURCES STUDIES

The SCCIC records search identified 15 previously conducted cultural resources studies within a 0.5-mile radius of the project site, two of which include a portion of the project site; refer to Cultural Resources Assessment Table 1, *Previous Cultural Studies in the Record Search Area*. However, neither study identified cultural resources within or adjacent to the project site.

PREVIOUSLY RECORDED CULTURAL RESOURCES

The SCCIC records search also identified three previously recorded cultural resources within a 0.5-mile radius of the project site; refer to Cultural Resources Assessment Table 2, *Previously Recorded Cultural Resources in the Record Search Area*. However, none of the previously recorded cultural resources are located within or adjacent to the project site.

Additionally, a database review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and the Built Environment Resources Directory was conducted to identify any previously listed cultural resources on the registers. No previously listed cultural resources were identified on the project site or within a 0.5-mile radius as part of the database review.

PEDESTRIAN SURVEY

A pedestrian survey of the project site was conducted on April 8, 2025 to determine existing conditions on the site and to identify any potential cultural resources within the site; no cultural resources were identified during the pedestrian survey.

Native American Consultation

SACRED LANDS FILES SEARCH

A Sacred Lands Files (SLF) search request was submitted to the Native American Heritage Commission (NAHC) in order to identify any documented sacred lands on or near the project site; the NAHC responded on April 4, 2025, and noted that the results were negative for the presence of any known sacred lands.

TRIBAL CONSULTATION

The NAHC provided a list of Native American tribes who may have additional knowledge of sacred sites in the project vicinity. Government-to-government consultation was conducted by the City pursuant to Assembly Bill (AB) 52. Specifically, AB 52 consultation notification letters were mailed to the NAHC list of the following Native American tribes via certified mail on April 22, 2026: the Cahuilla Band of Indians, Gabrieleno Band of Mission Indians - Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation, Gabrielino-Tongva Tribe, Juaneno Band of Mission Indians Acjachemen Nation – Belardes, Juaneno Band of Mission Indians Acjachemen Nation 84A, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians.

Three tribes responded to the notification letter, Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Indians of California, and Juaneño Band of Mission Indians - Acjachemen Nation 84A. Refer to Impact Statement CUL-4 for a summary of the City's consultation efforts.

5.3.2 REGULATORY SETTING

FEDERAL LEVEL

National Register of Historic Places

Properties which are listed in or have been formally determined eligible for listing in the NRHP are automatically listed in the CRHR. The NRHP was established by the National Historic Preservation Act of 1966 as "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify cultural resources and indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, State, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it meets one or more of the following criteria:

- *Criterion A (events):* It is associated with events that have made a significant contribution to the broad patterns of our history; or
- *Criterion B (persons):* It is associated with the lives of persons significant in our past; or
- *Criterion C (architecture):* It embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- *Criterion D (information potential):* It has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting at least one of the above designation criteria, resources must also retain integrity, or enough of their historic character or appearance to be "recognizable as historical resources and to convey the reasons for their significance." The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined in the following manner:

- *Location:* The place where the historic property was constructed or the place where the historic event occurred; or
- *Design:* The combination of elements that create the form, plan, space, structure, and style of a property; or
- *Setting:* The physical environment of a historic property; or
- *Materials:* The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- *Workmanship:* They physical evidence of the crafts of a particular culture or people during any given period in history or prehistory; or
- *Feeling:* The property's expression of the aesthetic or historic sense of a particular period of time; or

- *Association:* The direct link between an important historic event or person and a historic property.

STATE LEVEL

California Register of Historical Resources

The CRHR 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 (Public Resources Code Section 5024.1[a]). The criteria for eligibility for the CRHR are consistent with the National Register criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (Public Resources Code Section 5024.1[b]). Certain properties are determined by the statute to be automatically included in the CRHR by operation of law, including California properties formally determined eligible for, or listed in, the NRHP.

Properties are eligible for listing in the CRHR if they meet one or more of the criteria listed above (i.e., *Criterion A [events]* through *Criterion D [information potential]*).

In addition, if it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code Section 21083.2[a] and [b]).

Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an 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:

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

Assembly Bill 52

On September 25, 2014, Governor Brown signed AB 52. In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, it is the intent of AB 52 to accomplish all of the following:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
2. Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.

3. Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.

4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.

5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.

6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.

7. Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflicts in the environmental review process.

8. Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.

9. Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

California Public Resources Code

Public Resources Code Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the NAHC; require descendants to be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

LOCAL LEVEL

City of Long Beach General Plan

HISTORIC PRESERVATION ELEMENT

The Historic Preservation Element sets forth the goals, objectives, and policies that outline the City's vision for future historic preservation efforts and actions. The Historic Preservation Element intends to identify and protect areas, sites and structures having architectural, historical, cultural, or archaeological significance and to reaffirm their continuing value as a resource contributing to the

vitality and diversity of the present environment. The following goals and policies are applicable to the project:

- Goal 1: Maintain and support a comprehensive, citywide historic preservation program to identify and protect Long Beach's historic, cultural, and archaeological resources.
    - Policy P.1.1: The City shall comply with City, State, and Federal historic preservation regulations to ensure adequate protection of the City's cultural, historic, 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.
    - Policy P.2.4: The City shall ensure compliance of all historic preservation, redevelopment, and new construction projects with the California Environmental Quality Act (CEQA), and Section 106 of the National Historic Preservation Act.
- Goal 3: Maintain and expand the inventory of historic resources in Long Beach.
    - Policy P.3.4: As a part of any action taken by the City, the City shall make available to the public the results of historic resources surveys, information on designated landmarks and districts in Long Beach, and properties identified as potentially significant, including those identified through CEQA or Section 106 analysis.
- Goal 4: Increase public awareness and appreciation of the City's history and historic, cultural, and archaeological resources.
    - Policy P.4.3: The City shall solicit and encourage public comment and participation in preservation decision-making.

CONSERVATION ELEMENT

The purpose of the Conservation Element is to recognize natural resources and areas of special interest in the City. The Conservation Element also serves as a guideline for promoting policies, standards, and programs essential for the economic and environmental well-being of the City. The following goal is applicable to the project:

Goals for Other Resources

- Goal 1: To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.

5.3.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

FEDERAL LEVEL

National Register of Historic Places

The purpose of this analysis is to identify any potential cultural or tribal cultural resources within or adjacent to the site, and to assist the City in determining whether such resources meet the official

definitions of "historical resources," as provided in the Public Resources Code, for the purpose of CEQA.

SIGNIFICANCE GUIDELINES

Historical Resources

Impacts to a significant cultural resource that affect characteristics that would qualify it for the NRHP or that adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (*CEQA Guidelines* Section 15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration "in an adverse manner [of] those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources" (*CEQA Guidelines* Section 15064.5 [b][2][A]). CEQA states that when a project will cause damage to a historical resource, reasonable efforts must be made to preserve the resource in place or left in an undisturbed state. Mitigation measures are required to the extent that the resource could be damaged or destroyed by a project. Projects that follow the Secretary of the Interior's *Standards for the Treatments of Historic Properties* are typically mitigated below the level of significance.

Archaeological Resources

A significant prehistoric archaeological impact would occur if grading and construction activities result in a substantial adverse change to archaeological resources determined to be "unique" or "historic." "Unique" resources are defined in Public Resources Code Section 21083.2; "historic" resources are defined in Public Resources Code Section 21084.1 and *CEQA Guidelines* Section 15126.4.

Public Resources Code Section 21083.2(g) states:

> *As used in this section, "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:*
>
> 1. *Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;*
> 2. *Has a special and particular quality, such as being the oldest of its type or the best available example of its type; or*
> 3. *Is directly associated with a scientifically recognized important prehistoric or historic event or person.*

CEQA states that when a project would cause damage to a unique archaeological resource, reasonable efforts must be made to preserve the resource in place or leave it in an undisturbed state. Mitigation measures are required to the extent that the resource could be damaged or destroyed by a project. Implementation of the following mitigation measures would mitigate to the greatest extent feasible the potential for future projects to impact archaeological resources.

Tribal Cultural Resources

AB 52 established a new category of resources in CEQA called tribal cultural resources (Public Resources Code Section 21074). "Tribal cultural resources" are either of the following:

> *(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:*
>
> *(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.*
>
> *(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.*
>
> *(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.*

AB 52 also created a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a proposed project. The Public Resources Code requires avoiding damage to tribal cultural resources, if feasible. If not, lead agencies must mitigate impacts to tribal cultural resources to the extent feasible.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

Cultural Resources

a) Cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* Section 15064.5 (refer to Impact Statement CUL-1);

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* Section 15064.5 (refer to Impact Statement CUL-2);

c) Disturb any human remains, including those interred outside of dedicated cemeteries (refer to Impact Statement CUL-3).

Tribal Cultural Resources

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) (refer to Impact Statement CUL-4); 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 (refer to Impact Statement CUL-4).

Based on these standards/criteria, the effects of the project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.3.4 IMPACTS AND MITIGATION MEASURES

HISTORICAL RESOURCES

CUL-1 WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE PURSUANT TO CEQA GUIDELINES SECTION 15064.5?

Impact Analysis: As stated above, three previously recorded historical resources are located within a 0.5-mile radius of the project site; however, none are located within the project site. Further, the existing structures on-site proposed for demolition were constructed in 1998 and 1999, and are therefore not considered historic in age (e.g., 45 years or older). As such, project development would not adversely impact any historical resources pursuant to Public Resources Code Section 21084.1, including those at a federal, State, or local level. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

ARCHAEOLOGICAL RESOURCES

CUL-2 WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO CEQA GUIDELINES SECTION 15064.5?

Impact Analysis: Results from the Cultural Resources Assessment indicate that the project site does not contain known archaeological resources. However, the site has moderate archaeological sensitivity and potential for deeply buried prehistoric or historic period archaeological resources past the depths of added artificial fill due to the alluvial fan topography, underlying Holocene-age geological deposits, and prehistoric and historic-era occupation in the region. Proposed excavation depths would vary throughout the site; the maximum depth of excavation would be approximately 12.5 feet bgs. The Geotechnical Investigation indicates that soils in the project site were disturbed to depths of 4.5 to 8.5 feet bgs (refer to Appendix 11.3). As such, project construction may disturb native soils with moderate archaeological sensitivity during construction activities. The Holocene-aged young alluvial

native soils that are present at the project site below the layer of artificial fill were deposited by the prehistoric ancestral course of the Los Angeles River. Human occupation took place in the Holocene epoch. The presence of alluvial sediments associated with the historic Los Angeles River also increases the archaeological sensitivity of the project site because proximity to water was an important consideration for prehistoric habitation. Additionally, while the SCCIC provided minimal archaeological data for this region, there is a reasonable possibility that, given the occurrence of development of the project site starting in the late 19th century, that any surface manifestations of archaeological sites were disturbed earlier than the implementation of modern historic preservation laws, resulting in a potential lack of documentation.

Therefore, in the event that archaeological resources are encountered during project construction, Mitigation Measure CUL-1 would require that, prior to issuance of permits for any ground-disturbing activities, a qualified professional archaeologist meeting Secretary of the Interior professional qualifications be retained, and that all construction managers and personnel receive Archaeological Resources Training. Due to the varying depths of disturbed soil on-site (4.5 to 8.5 feet bgs), Mitigation Measure CUL-2 would require that the professional archaeologist monitor, or supervise archaeological monitors, during all ground-disturbing activities below a depth of 4.5 feet bgs (i.e., the most shallow depth where native soils could be encountered). Monitoring can be reduced or eliminated after monitoring initial excavation at least one foot past the layer of artificial fill into native soils. Mitigation Measure CUL-3 would require that, if a cultural resource is inadvertently encountered during construction, that construction activities temporarily halt within 50 feet of the find until the City is notified and the professional archaeologist can evaluate the find to determine its origin and significance, and to determine potential avoidance measures.

In the event that human skeletal remains are encountered, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the NAHC, and consultation with the individual identified by the NAHC to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following implementation of Mitigation Measures CUL-1 through CUL-3, and upon compliance with existing regulations, the project would not cause a substantial adverse change in the significance of an archaeological resource or site pursuant to Section 15064.5 of the CEQA Guidelines, and impacts would be reduced to less than significant levels.

Mitigation Measures:

CUL-1 Archaeological Resources Training. Prior to issuance of any permit for ground-disturbing activities, the project Applicant shall provide evidence to the City of Long Beach Community Development Department (City) that a qualified professional archaeologist meeting Secretary of the Interior professional qualifications has been retained.

An Archaeological Resources Training shall be provided to all construction managers and construction personnel engaged in relevant job activities prior to commencing any ground-

disturbance work within the project site. The training shall be prepared and conducted by the qualified professional archaeologist and shall include, but not be limited to, information about archaeological resources in the vicinity, types of common archaeological resources in southern California, and the procedures to be followed to protect any such resources in the case of inadvertent discovery. The training may be discontinued when ground-disturbance activities for the project are completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. A copy of the training transcript and/or training video, as well as a list of the names of all personnel who attended the training shall be submitted to the City and updated periodically. In the case of the use of a training video, a signed statement by the construction personnel confirming that they watched the video in its entirety shall be provided to the City.

CUL-2 Archaeological Monitoring. The professional archaeologist, retained as part of Mitigation Measure CUL-1, shall monitor, or supervise archaeological monitors, for archaeological monitoring of ground-disturbing activities, the depths of which would vary throughout the project site, with maximum depths anticipated to reach approximately 12.5 feet below ground surface (bgs). Due to the varying depths of disturbed soil on-site (4.5 to 8.5 feet bgs), archaeological monitoring shall occur for all ground-disturbing activities below a depth of 4.5 feet bgs (i.e., the most shallow depth where native soils could be encountered). However, the professional archaeologist shall have the ability to recommend monitoring be decreased or eliminated after monitoring initial excavation at least one foot past the layer of artificial fill into native soils. The recommendation shall be based on the absence of cultural resources and/or indication of subsurface soils possessing a low likelihood for significant intact resources. The recommendation shall be provided to the City of Long Beach Community Development Department, who retains authority to approve or deny the request in writing. Monitoring is not required in previously disturbed soils.

CUL-3 Inadvertent Discovery of Cultural Resources. In the event that any subsurface cultural resources are encountered at the project site during construction or the course of any ground-disturbance activities, all such activities shall halt immediately within 50 feet, in all directions of the find. The Applicant shall notify the City of Long Beach Community Development Department (City) and consult with the professional archaeologist who shall evaluate the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2, and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the professional archaeologist and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. In the event of a significant find, the site shall not be released for work until mitigation has been completed to the satisfaction of the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

DISTURBANCE OF HUMAN REMAINS

CUL-3 WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF DEDICATED CEMETERIES?

Impact Analysis: Results from the Cultural Resources Assessment indicate that the site has moderate archaeological sensitivity and potential for deeply buried prehistoric or historic period archaeological resources past the depths of added artificial fill due to the alluvial fan topography, underlying Holocene-age geological deposits, and prehistoric and historic-era occupation in the region. As project construction could disturb native soils, the possibility of accidentally uncovering human remains exists. As such, if human remains are found, Mitigation Measure CUL-4 would require those remains receive proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Sections 7050.5 through 7055 describe the general provisions for human remains. Specifically, Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 would be implemented, including notification of the County Coroner, notification of the NAHC, and consultation with the individual identified by the NAHC to be the most likely descendant. If human remains are found during excavation, excavation must stop immediately within 100 feet of the find until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with Mitigation Measure CUL-4, impacts related to the disturbance of human remains would be less than significant.

Mitigation Measures:

CUL-4 Inadvertent Discovery of Human Remains. In the event that human skeletal remains are encountered at the project site during construction or the course of any ground-disturbance activities, all such activities shall halt immediately within 100 feet of the find. No further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event human skeletal remains are discovered during construction or during any ground-disturbance actives, the following procedures shall be followed:

- Stop immediately and contact the County Coroner located at 1104 North Mission Road Los Angeles, CA 90033, (323) 343-0512 (8 a.m. to 5 p.m. Monday through Friday) or (323) 343-0714 (after hours, Saturday, Sunday, and holidays).
- If the remains are determined to be of Native American descent, the County Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC shall immediately notify the person it believes to be the most likely descendent (MLD) of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the Applicant, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

- If the Applicant does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.
- If the NAHC is unable to identify an MLD, if an MLD does not make a recommendation, or if mediation fails, the human remains shall be reburied on site with appropriate dignity in an area that will not be subject to future disturbance.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

TRIBAL CULTURAL RESOURCES

CUL-4 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?

Impact Analysis: As stated above, government-to-government consultation has been conducted by the City pursuant to AB 52. The City mailed AB 52 consultation notification letters to the following Native American tribes on April 22, 2026 via certified mail: the Cahuilla Band of Indians, Gabrieleno Band of Mission Indians - Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation, Gabrielino-Tongva Tribe, Juaneno Band of Mission Indians Acjachemen Nation – Belardes, Juaneno Band of Mission Indians Acjachemen Nation 84A, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians. Three tribes responded to the notification letter: the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrielino Tongva Indians of California, and Juaneño Band of Mission Indians - Acjachemen Nation 84A.

The Gabrieleño Band of Mission Indians – Kizh Nation (Kizh) provided information regarding the tribe's traditional village sites and cultural landscape within the City of Long Beach. Specifically, the City is closely associated with the ancestral villages of Tibahangna and Ahaungna, both of which formed part of the broader network of Kizh settlements throughout the coastal Los Angeles Basin. Due to the presence of these ancestral villages and the project area's proximity to cultural resources, the Kizh stated that the project area is considered to be highly sensitive for the potential presence of tribal cultural resources and requested mitigation measures related to tribal monitoring (Mitigation Measure TCR-1) and procedures for unanticipated discoveries of tribal cultural resource objects and human remains (Mitigation Measures TCR-2 and TCR-3).

The Gabrielino Tongva Indians of California stated concerns regarding project-related ground disturbance activities as the project site is within the footprint of the Tongva village site of Ahaungna. As such, the tribe requested tribal monitoring during ground-disturbing activities (Mitigation Measure TCR-4). The tribe started that if there is more than one interested tribe, a rotation of tribal monitors may be implemented.

The Juaneño Band of Mission Indians - Acjachemen Nation 84A provided a list of requested mitigation measures after consultation with City staff, including cultural resources sensitivity training, Native American monitoring, and specific discovery treatment procedures.

The City agreed to incorporate the requested mitigation measures into this Draft EIR and concluded consultation with the tribes. Therefore, upon implementation of Mitigation Measures TCR-1 through TCR-11, impacts to tribal cultural resources would be reduced to less than significant levels.

Mitigation Measures:

Gabrieleño Band of Mission Indians – Kizh Nation

TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.

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 will 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. Monitor logs will 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 will be provided to the project Applicant/Lead Agency upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the latter 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; 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.

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.

TCR-3 Unanticipated Discovery of 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.

Gabrielino Tongva Indians of California

TCR-4 The Gabrielino Tongva Indians of California requests Native American monitoring during all ground-disturbing activities and is open to rotating Native American monitoring efforts with other interested tribes that have requested tribal monitoring for the proposed project, such as the Gabrieleño Band of Mission Indians – Kizh Nation and Juaneño Band of Mission Indians - Acjachemen Nation. As such, prior to issuance of any grading permits and any ground-disturbing activities, the project Applicant and/or City of Long Beach Community Development Department shall coordinate with the interested tribes (i.e., the Gabrielino Tongva Indians of California, Gabrieleño Band of Mission Indians – Kizh Nation, and Juaneño Band of Mission Indians - Acjachemen Nation) to determine whether a monitoring rotation may be implemented and to establish the rotation protocol. The monitoring efforts shall follow the requirements as detailed in Mitigation Measure TCR-1.

Juaneño Band of Mission Indians - Acjachemen Nation 84A

TCR-5 Retention of Qualified Archaeologist and Worker Training. Prior to the issuance of a grading permit by the City of Long Beach, evidence shall be provided to the City that a qualified archaeologist meeting the Secretary of the Interior's Standards for professional archaeology (U.S. Secretary of the Interior 2008) has been retained by the project Applicant to conduct any required training, evaluation, or treatment of archaeological resources that might be encountered during implementation of the project.

As part of this, prior to the start of grading, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel must be informed of the types of archaeological resources that may be

encountered (both prehistoric and historical), and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The project Applicant must ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. This documentation shall be made available to the City of Long Beach Community Development Department upon request.

The cultural resources sensitivity training shall be conducted prior to start of ground-disturbing work (grading, trenching, or excavation) with the qualified archaeologist, construction contractor, and Juaneño Band of Mission Indians – Acjachemen Nation Tribal Representative.

TCR-6 Native American Monitoring. A Native American monitor from the tribe or tribes identified as a consulting party for the project under Assembly Bill 52 shall be present during all earth-moving construction activities. Specifically, the project applicant shall retain a Native American Monitor from or approved by the Juaneño Band of Mission Indians – Acjachemen Nation Tribal Council. The Native American monitor shall be given the opportunity to participate in the cultural resource sensitivity training required under Mitigation Measure TCR-5.

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.

At least 30 days prior to issuance of grading permits by the City for the project site and any off-site improvements, a Native American Monitoring Agreement (Monitoring Agreement) shall be developed between the project Applicant and the consulting party. The Monitoring Agreement shall pertain to prehistoric archaeological resources and Tribal Cultural Resources, respectively, and shall identify any monitoring requirements and treatment of cultural resources to meet the requirements of the Tribal representative. The Monitoring Agreement shall also address communication protocols in the event of an unanticipated discovery of cultural materials, and the roles, responsibilities, and authorities of the Native American Monitor. The Monitoring Agreement shall also detail the protocols for treatment and final disposition of any Native American cultural resources, sacred sites, and human remains discovered on the site that the Lead Agency shall implement in consultation and coordination with the Native American Most Likely Descendant, as identified by the NAHC. Discovery and treatment of human remains shall comply with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.

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.

TCR-7 Archaeological Resource and/or Tribal Cultural Resource Discovery and Treatment. In the event of the unanticipated discovery of archaeological or other cultural resources, whether discovered through Native American monitoring or not, all work activities in the

area (within approximately 100 feet of the discovery) shall be halted or redirected until the discovery can be evaluated by a qualified archaeologist. Construction shall not resume until a qualified archaeologist has conferred with the City and, in the case of prehistoric archaeological resources and tribal cultural resources, the Native American monitor, on the significance of the resource. If it is determined that the discovered archaeological resource and/or tribal cultural resource is significant, avoidance and preservation in place shall be the preferred manner of mitigation, pursuant to Public Resources Code Section 21083.2(b) and Section 21084.3. 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 demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Treatment Plan shall be prepared and implemented by a qualified archaeologist, in consultation with the City, that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource or cultural information in the event of a tribal cultural resource. The City and project Applicant shall also consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resources, beyond those that are scientifically important, are considered. Any evaluation and treatment shall be supervised by an individual or individuals that meet the Secretary of the Interior's Professional Qualification Standards.

TCR-8 Treatment of Human Remains. In accordance with California Health and Safety Code Section 7050.5, if human remains are found, the Los Angeles County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains (100 feet or as determined by the project archaeologist) shall occur until the procedures set forth in this measure have been implemented. If the County Coroner determines that the remains are, or are believed to be, Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with Public Resources Code Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

TCR-9 Tribal Cultural Resource Monitoring. Tribal Cultural Resource Monitoring shall be conducted during all initial ground-disturbing activities until both the qualified archaeologist and Tribal Monitor determine monitoring is no longer needed. During construction, if cultural materials or features are discovered, the construction contractor, qualified archaeologist, Juaneño Band of Mission Indians – Acjachemen Nation (JBMIAN) Tribal Monitor and project Applicant shall submit a discovery report documenting find, treatment measures, and confirmation that work did not resume until treatment was completed in consultation with JBMIAN.

The qualified archaeologist and/or JBMIAN Tribal Representative shall submit documentation of the recovered materials, correspondence confirming tribal disposition decision (e.g., reburial, return, or other treatment) during and following construction, if artifacts are recovered. The Lead Agency shall conduct Government to Government coordination with the JBMIAN throughout the project implementation.

TCR-10 A final monitoring and mitigation summary report, including copies of confidentiality compliance, shall be prepared by the qualified archeologist and Tribal Monitor upon completion of ground-disturbing activities. The report shall be submitted by the qualified archeologist, Tribal Monitor, and/or project Applicant to the City of Long Beach Community Development Department and Juaneño Band of Mission Indians – Acjachemen Nation (JBMIAN). Written confirmation of review and acceptance of the report shall be provided by JBMIAN.

TCR-11 The project Applicant, Construction Contractor, and/or Juaneño Band of Mission Indians – Acjachemen Nation (JBMIAN) Tribal Representative shall submit records of coordination and confirmation that tribal ceremonies or blessings were accommodated safely and respectfully prior to and/or during construction, as requested by JBMIAN.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.3.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis,* cumulative projects are situated in the project vicinity.

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, CAUSE CUMULATIVELY CONSIDERABLE IMPACTS TO HISTORICAL RESOURCES, ARCHAEOLOGICAL RESOURCES, OR TRIBAL CULTURAL RESOURCES AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Table 4-1 identifies the related projects and other possible development in the area determined as having the potential to interact with the project to the extent that a significant cumulative effect may occur. Project-related impacts to historical, archeological, and tribal cultural resources have been determined to be less than significant with implementation of Mitigation Measures CUL-1 through CUL-4 and TCR-1 through TCR-11 and compliance with existing regulations. Future cumulative projects would be evaluated on a project-by-project basis to determine the extent of potential impacts to site-specific historical, archaeological, and/or tribal cultural resources. Related projects would be required to adhere to State and federal regulations, including AB 52 consultation, as well as project-specific mitigation measures.

As discussed under Impact Statements CUL-1 through CUL-4, implementation of Mitigation Measures CUL-1 through CUL-4 and TCR-1 through TCR-11 would reduce potentially significant project impacts to historical, archaeological, and tribal cultural resources to less than significant levels. Thus, the project's less than significant impacts would not be cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measures CUL-1 through CUL-4 and TCR-1 through TCR-11.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.3.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to tribal and cultural resources have been identified.

5.4 Geology and Soils

5.4 GEOLOGY AND SOILS

This section describes the geologic and seismic conditions within the project area and evaluates the potential for geologic hazard impacts associated with implementation of the project. This section is primarily based upon the following technical studies, collectively referred to as the Geotechnical Investigation; refer to Appendix 11.3, *Geotechnical Investigation*:

- *Geotechnical Investigation, Proposed Industrial Building, 3800 Via Oro Avenue, Long Beach, California*, prepared by Southern California Geotechnical, Inc., dated February 26, 2026; and
- *Geotechnical Investigation, Proposed Industrial Building, 3800 Via Oro Avenue, Long Beach, California*, prepared by Southern California Geotechnical, Inc., dated October 21, 2024.

Additionally, the paleontological resources analysis contained herein is primarily based upon the following technical study; refer to Appendix 11.2, *Cultural Resources Assessment*:

- *Cultural and Paleontological Resources Assessment for the 3800 Via Oro Avenue Project in the City of Long Beach, Los Angeles County, California* (Cultural Resources Assessment), prepared by Kimley Horn and Associates, Inc., dated October 2025.

5.4.1 EXISTING SETTING

GEOLOGIC SETTING

Regional Geology

The site is located within a portion of southern California which stretches from the Los Angeles area to Baja California in Mexico. This region consists of a series of mountain ranges separated by fault zones, and a coastal plain of landforms. Metamorphic rocks that were affected by igneous rocks underlie the mountain ranges, while marine and nonmarine sedimentary formations underlie the coastal plain.

SITE GEOLOGY

The western portion of the project site slopes to the south at a gradient of approximately two percent, and the eastern portion slopes to the southeast at a gradient of approximately one percent. The site grades range from a maximum site elevation of approximately 34.1 feet above mean sea level (msl) in the northwest corner of the site to a minimum site elevation of approximately 28.1 feet msl in the southeast corner of the site.

The ground surfaces on the developed portions of the project site are comprised of asphalt concrete pavement approximately three inches thick, underlain by approximately four to five inches of aggregate base; other portions of the site consist of open-graded gravel, landscaped planter areas, exposed soil, native vegetation, and/or vacant undeveloped land.

Artificial Fill

During the Geotechnical Investigation site assessment, artificial fill soils were encountered at the ground surface beneath gravel and pavement, extending to depths of approximately 4.5 to 8.5 feet below ground surface (bgs). The fill soils generally consisted of medium dense silty fine sands, fine

sandy silts, fine sands, clayey fine sands, very stiff fine sandy clays and occasional silty clays. The fill soils possessed a disturbed and mottled appearance, and some samples possessed appreciable artificial debris content, including asphaltic concrete and brick fragments, resulting in their classification as artificial fill.

Alluvium

Native Holocene-age alluvium was encountered beneath the fill soils, extending to at least the maximum depth of exploration of 50 feet bgs. The alluvium consisted of very loose to dense fine sandy silts, silty fine sands, and fine sands. Occasional layers of stiff silt and clayey silt were encountered. The alluvial soils generally possessed trace to little iron oxide staining and varying amounts of calcareous deposits.

Groundwater

According to the Geotechnical Investigation's review of the California Geological Survey (CGS) *Seismic Hazard Zone Report for the Long Beach 7.5-Minute Quadrangle*, the historically highest groundwater levels at the project site have been between 20 and 30 feet bgs. The State Water Resources Control Board (SWRCB) GeoTracker Database contains groundwater data from monitoring wells located approximately 1,350 feet northwest of the site. Data from these monitoring wells indicates a recent high groundwater level of approximately 26.5 feet bgs in August 2020.

During soil testing for the Geotechnical Investigation, free water was encountered while boring drilling at depths of approximately 17 to 23.5 feet bgs. Delayed groundwater readings after 4.5 hours following the completion of boring drilling and before backfilling measured free groundwater at a depth of approximately 23.9 feet bgs. One boring site was converted into a temporary piezometer to establish the current groundwater elevation. Two water depth measurements were performed within the piezometer approximately one day and 11 days after drilling, where free groundwater was measured at a depth of approximately 26.9 feet bgs for both measurements.

SEISMIC HAZARDS

Potential seismic hazards involve primary hazards such as surface fault rupture and seismicity/ground shaking, and secondary hazards such as liquefaction, seismically induced settlement, lateral spreading, seismically induced landslides, and seismically-induced flooding, seiches, and tsunamis.

Faulting and Seismicity

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONES

Research of available maps indicates that the project site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, the Geotechnical Investigation did not identify any evidence of faulting during the analysis. Therefore, the possibility of significant fault rupture on the site is considered to be low. Other primary and secondary seismic hazards associated with the project site are discussed below.

SEISMIC GROUND SHAKING

The site is located in a seismically active area, as is the majority of southern California. According to the General Plan Seismic Safety Element, major known active faults in the region consist of the Palos Verdes, Cherry Hill, Northeast Flank, and Reservoir Hill faults. The tectonic setting of the Long Beach

area includes the Newport-Inglewood and Palos Verdes fault zones. The Newport-Inglewood fault zone is a right-lateral wrench fault system consisting of series of echelon fault segments and folds. The Newport-Inglewood fault zone is visible on the surface as a series of northwest-rending elongated hills extending from the City of Newport Beach to the City of Beverly Hills. The Palos Verdes fault zone includes off-shore faulting from Lasuen Knoll northwestward past San Pedro Bay, until it reaches Santa Monica Bay (where the fault bends to the west downwards Redondo Canyon).

Earthquake events from one of the regional active or potentially active faults near the project area could result in strong ground shaking. The level of ground shaking at a given location depends on many factors, including the size and type of earthquake, distance from the earthquake, and subsurface geologic conditions. The type of construction also affects how particular structures and improvements perform during ground shaking.

Secondary Seismic Hazards

LIQUEFACTION

Liquefaction is the phenomenon in which loosely deposited granular soils located below the water table undergo rapid loss of shear strength due to excess pore pressure generation when subjected to strong earthquake-induced ground shaking. Ground shaking of sufficient duration results in the loss of grain-to-grain contact due to a rapid rise in pore water pressure causing the soil to behave as a fluid for a short period of time. Factors known to influence liquefaction potential include composition and thickness of soil layers, grain size, relative density, groundwater level, degree of saturation, and both intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet bgs. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean grain size in the range of 0.075- to 0.2-millimeter (mm). Clayey (cohesive) soils or soils which possess clay particles in excess of 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

According to the Geotechnical Investigation's review of the CGS *Seismic Hazard Zone Report for the Long Beach 7.5-Minute Quadrangle*, the project site is located in a designated liquefaction zone. Further, liquefaction analyses conducted at four locations within the project site identified potentially liquefiable soils at depths ranging from approximately 20 to 49 feet bgs.

Settlement analyses were conducted in liquefiable portions of the site; based on total settlements, differential settlements of up to approximately 1.5 inches can be expected to occur during a liquefaction-inducing seismic event. The estimated differential settlement could be assumed to occur across a distance of approximately 100 feet, indicating a maximum angular distortion of less than 0.002-inch per inch.

SOIL EROSION

Erosion is a process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur at the project site where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. Key factors to erosion, runoff, and sedimentation practices include the type of climate, topography, soil, and vegetation of the area.

While the project site is relatively level, development could result in erosion, increased runoff, and sedimentation due to the granular nature of some soils on-site.

SUBSIDENCE

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content.

The Geotechnical Investigation concluded that minor ground subsidence can occur in the soils below the zone of removal due to settlement and machinery work; the subsidence is estimated to be approximately 0.1-percent.

COMPRESSIBLE/COLLAPSIBLE SOILS

Compressible soils are generally comprised of soils that undergo consolidation when exposed to new loading, such as fill or foundation loads. Soil collapse is a phenomenon where the soils undergo a significant decrease in volume upon increase in moisture content, with or without an increase in external loads. Soil collapse is generally associated with recently deposited, Holocene-age soils that have accumulated in an arid or semi- arid environment. Wind-deposited sands and silts, and alluvial fan and debris flow sediments deposited during flash floods represent soils that may be susceptible to collapse. Buildings, structures, and other improvements may be subject to excessive settlement-related distress when compressible soils or collapsible soils are present.

The near-surface native alluvium at the project site are considered potentially compressible; however, the soils below the compressible soils possess generally favorable consolidation/collapse characteristics.

EXPANSIVE SOILS

Expansive soils include clay minerals that are characterized by their ability to undergo significant volume change (shrink or swell) due to variations in moisture content. Sandy soils are generally not expansive. Changes in soil moisture content can result from rainfall, irrigation, pipeline leakage, surface drainage, perched groundwater, drought, or other factors. Volumetric change of expansive soil may cause excessive cracking and heaving of structures with shallow foundations, concrete slabs-on-grade, or pavements supported on these materials.

According to the Geotechnical Investigation, test results for the soil types show that on-site near-surface soils have low to non-expansive characteristics.

PALEONTOLOGICAL RESOURCES

A paleontological resource is a natural resource characterized as faunal or floral fossilized remains but may also include specimens of non-fossil material dating to any period preceding human occupation. These resources are valued for the information they yield about the history of the earth and its past ecological settings. The resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Often, they appear as simply small outcroppings visible on the surface; other times they are below the ground surface and may be encountered during grading.

A paleontological records search was conducted on March 23, 2025 through the Natural History Museum of Los Angeles County (NHMLAC) and San Diego Natural History Museum (SDNHM). The NHMLAC indicated that there are no known fossil localities within a five-mile radius of the

project site. The SDNHM did not locate any fossil localities within a one-mile radius of the project site. Based on a review of scholarly literature, geologic maps, paleontological resource databases – including the University of California Museum of Paleontology (UCMP) online database, and geotechnical reports – there are approximately 596 Pleistocene-aged fossil localities within Los Angeles County. One fossil locality consisting of Pleistocene-aged invertebrates was discovered in the Palos Verdes Formation, which is located approximately 10 miles southeast of the project site. Additionally, a locality consisting of Oligocene-aged *Progadus miocenicus* (ray-finned fish) is located approximately 2.4 miles to the southwest of the project site.

The project site is situated on early Holocene-age to late Pleistocene-age deposits, underlaid at depth with late Pleistocene-age Palos Verdes sand deposits. As such, while the project site maintains a low paleontological sensitivity at the surface within the Holocene-age deposits, paleontological resource sensitivity increases with depth and is considered to be high once Pleistocene deposits are reached.

5.4.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Clean Water Act

The primary goals of the Federal Clean Water Act (CWA) are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for water quality management and control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, nonpoint-source discharge programs, and wetlands protection. The U.S. Environmental Protection Agency (EPA) has delegated the administrative responsibility for portions of the CWA to State and regional agencies. Under the NPDES permit program, the EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. CWA Section 402 prohibits discharge of pollutants to "Waters of the United States" from any point source unless the discharge complies with an NPDES Permit.

In California, the SWRCB administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City of Long Beach is within jurisdiction of the Los Angeles RWQCB. Erosion control best management practices (BMPs) are regulated by NPDES requirements.

Soil and Water Resources Conservation Act

The purpose of the Soil and Water Resources Conservation Act of 1977 is to protect or restore soil functions on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. If the soil is impacted, disruptions of its natural functions and of its function as an archive of natural and cultural history should be avoided, as far as practicable. In addition, CWA requirements provide guidance for protection of geological and soil resources through the NPDES permit.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program which is coordinated through the Federal Emergency Management Agency (FEMA), USGS, the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the program is to establish measures for earthquake hazards reduction and to promote the adoption of earthquake hazards reduction measures by federal, State, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines. This is achieved through the following:

(1) Grants, contracts, cooperative agreements, and technical assistance;

(2) Development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and

(3) Development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction.

The program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social and economic sciences.

Uniform Building Code

The Uniform Building Code (UBC) is published by the International Conference of Building Officials and forms the basis for the California Building Code (CBC), as well as approximately half of the state building codes in the United States. It has been adopted by the California Legislature to address the specific building conditions and structural requirements for California, as well as provide guidance on foundation design and structural engineering for different soil types. The UBC defines and ranks the regions of the United States according to their seismic hazard potential. There are four types of regions defined by Seismic Zones 1 through 4, with Zone 1 having the least seismic potential and Zone 4 having the highest.

Occupational Safety and Health Administration Regulations

The Occupational Safety and Health Administration (OSHA) Excavation and Trenching Standard requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers. These researchers must obtain a permit from the appropriate State or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

STATE LEVEL

Groundwater Management Act

In 1992, the State Legislature provided for more formal groundwater management with the passage of Assembly Bill (AB) 3030, the Groundwater Management Act (Water Code Section 10750, et seq.). Groundwater management, as defined in DWR's Bulletin 118 Update 2003, is the planned and coordinated monitoring, operation, and administration of a groundwater basin, or portion of a basin, with the goal of long-term groundwater resource sustainability. Groundwater management needs are generally identified and addressed at the local level in the form of Groundwater Management Plans (GMP). The Act provides local water agencies with procedures to develop a GMP to enable those agencies to manage their groundwater resources efficiently and safely while protecting the quality of supplies. Under the Act, development of a GMP by a local water agency is voluntary.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 directs the CGS to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the Seismic Hazards Mapping Act is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. Staff geologists in the Seismic Hazard Zonation Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake–induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes.

The Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards such as liquefaction and earthquake induced landslides, and to formulate mitigation measures prior to permitting most developments designed for human occupancy.

California Building Standards Code

California building standards are published in the California Code of Regulations, Title 24, also known as the CBC. The CBC, which applies to all applications for building permits, consists of 11 parts that contain administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards. Local agencies must ensure development complies with the CBC guidelines. Cities and counties can adopt additional building standards beyond the CBC. CBC Part 2 is based upon the UBC.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas, including a Liquefaction Zone. This publication was written and adopted by the California Seismic Safety Commission on June 1, 1998.

Soils Investigation Requirements

California Health and Safety Code Sections 17953–17955 and in Section 1802 of the CBC identify requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

California Public Resources Code

Paleontological resources are protected under a wide variety of Public Resources Code policies and regulations. In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the Public Resources Code and CEQA. Public Resources Code Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244 states:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.*

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with Public Resources Code Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions, such as encroachment permits, undertaken by others. Public Resources Code Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (State, county, city, and district) lands.

REGIONAL LEVEL

Los Angeles County All-Hazard Mitigation Plan

The Disaster Mitigation Act of 2000, Public Law 106-390 (Section 322[a–d]) requires that local governments, as a condition of receiving federal disaster mitigation funds, adopt a mitigation plan that describes the process for identifying hazards, vulnerabilities, and risks; identifies and prioritizes mitigation actions; encourages the development of local mitigation; and provides technical support for those efforts. In response to this and the requirements of the California Office of Emergency Services, the County prepared the Los Angeles County All-Hazard Mitigation Plan to reduce and/or eliminate the effects of hazards through well-organized public education and awareness efforts, preparedness, and mitigation.

Municipal Separate Storm Sewer Systems Permit

The project site is located within jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB regulates discharges from medium and large municipal separate storm sewer systems (MS4s) through the Los Angeles County, Long Beach, and Ventura County MS4 Permits. On July 23, 2021, the Los Angeles RWQCB issued Order No. R4-2021-0105, *Waste Discharge Requirements and NPDES Permit for*

MS4 Discharges Within the Coastal Watersheds of Los Angeles and Ventura Counties (NPDES No. CAS004004).[1] The City of Long Beach became a co-permittee and the 85th incorporated City in Los Angeles County of the regional MS4. The MS4 regulates storm water discharges and details the requirements for new development and significant redevelopment projects, including the selection and scale of project-specific BMPs that must be constructed during project development and maintained during project operations. Erosion control BMPs are set by the MS4 permit.

LOCAL LEVEL

City of Long Beach General Plan

SEISMIC SAFETY ELEMENT

The purpose of the Seismic Safety Element is to provide a comprehensive analysis of seismic factors to reduce the loss of life, injuries, damage to property, and social and economic impacts resulting from future earthquakes. The following goals are applicable to the project:

Development Goals

- Goal 1: Utilize seismic safety considerations as a means of encouraging and enhancing desired land use patterns.
- Goal 2: Provide an urban environment which is as safe as possible from seismic risk.
- Goal 3: Use physical planning as a means of achieving greater degrees of protection from seismic safety.
- Goal 4: Encourage development that would be most in harmony with nature and thus less vulnerable to earthquake damage.
- Goal 5: Strive to encourage urbanization patterns which preserve and/or create greater earthquake safety for residents and visitors.

Protection Goals

- Goal 3: Assure continued economic stability and growth by minimizing potential seismic hazards.
- Goal 5: Provide the maximum feasible level of seismic safety protection services.

CONSERVATION ELEMENT

The purpose of the Conservation Element is to recognize natural resources and areas of special interest in the City. The Conservation Element also serves as a guideline for promoting policies,

[1] California Regional Water Quality Control Board, Los Angeles Region, *Regional Phase I MS4 NPDES Permit, Order No. R4-2021-0105, NPDES Permit No. CAS004004, Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of the Los Angeles and Ventura Counties*, adopted July 23, 2021.

standards, and programs essential for the economic and environmental well-being of the City. The following goals are applicable to the project:

Soils Management Goals

- Goal 3: To minimize those activities which will have a critical or detrimental effect on geologically unstable areas and soils subject to erosion.

Low Impact Development Ordinance

Effective November 12, 2013, the City's Low Impact Development (LID) Ordinance applies to any new development or redevelopment that results in the replacement of more than 50 percent of an existing building structure, or impervious surface area, and was developed to ensure compliance with the MS4 Permit. Standard BMPs are described in the City's LID BMP Design Manual. A project's LID Plan must demonstrate compliance with the requirements for infiltration, capture and reuse, evapotranspiration, and/or treatment on-site through the use of BMPs. On-site stormwater management BMPs must be properly sized, at a minimum, to infiltrate, evapotranspire, and/or store for use any stormwater runoff leaving the site to the maximum extent feasible, or at least the volume of water produced by a 0.75-inch storm event, the 85th percentile 24-hour storm event, or the volume of annual runoff based on unit basin storage water quality volume to achieve 80 percent or more volume treatment. Erosion control BMPs are set by the MS4 permit.

City of Long Beach Stormwater Management Plan

The City of Long Beach Stormwater Management Program was created in accordance with the CWA and the Porter-Cologne Water Quality Control Act. The objectives of the program are to effectively prohibit non-stormwater discharges and to reduce the discharge of pollutants to the maximum extent practicable such that these discharges will not adversely impact the beneficial uses of receiving waters. This program contains several elements, practices, and activities aimed at reducing or eliminating pollutants in stormwater, including a Development Planning/Construction Program and an Illicit Connection/Illicit Discharges Elimination Program. The Stormwater and Environmental Compliance Division is responsible for monitoring the City's stormwater quality and maintaining the storm drain system. The program was developed to ensure compliance with the MS4 Permit, described above. Erosion control BMPs are set by the MS4 permit.

City of Long Beach Natural Hazard Mitigation Plan

The City of Long Beach Natural Hazard Mitigation Plan was last updated in March 2023 with the intent to reduce risks from disasters to the people, property, economy, and environment within the City. The plan provides direction for reducing the potential for loss of life, property damage, and environmental degradation from natural disasters, while accelerating economic recovery from those disasters The plan complies with federal and State hazard mitigation planning requirements to establish eligibility for funding under FEMA grant programs.

Long Beach Municipal Code

CHAPTER 8.96, STORMWATER AND RUNOFF POLLUTION CONTROL ORDINANCE

The purpose of this chapter is to protect and improve water quality of receiving waters by:

1. Prohibiting illicit discharges to the municipal stormwater system;
2. Eliminating illicit connections to the municipal stormwater system;
3. Eliminating spillage, dumping, and disposal of pollutant materials into the municipal stormwater system; and
4. Reducing pollutant loads in stormwater and urban runoff from land uses and activities identified in the municipal NPDES permit.

The intent of this chapter is to enhance and protect the water quality of the receiving waters of the United States in a manner that is consistent with the Clean Water Act and acts amendatory thereof or supplementary thereto; applicable implementing regulations, the MS4 Permit and any amendment, revision, or reissuance thereof. Erosion control BMPs are set by the MS4 permit.

CHAPTER 18.40, BUILDING CODE

This chapter of the LBMC adopts by reference the CBC, based on the International Building Code as published by the International Code Council. The provisions of the CBC constitute the building code regulations within the City, including the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area, and maintenance of all buildings and/or structures in the City.

CHAPTER 18.74, LOW IMPACT DEVELOPMENT STANDARDS

The purpose of this chapter is to require the use of LID standards in the planning and construction of development projects. LID standards promote the goal of environmental sustainability by helping improve the quality of receiving waters, protecting the Los Angeles and San Gabriel River watersheds, maintaining natural drainage paths, and protecting potable water supplies within the City. The LID objective of controlling and maintaining flow rate is addressed through land development and stormwater management techniques that imitate the natural hydrology (or movement of water) found on the site. Using site design and best management practices that allow for storage and retention, infiltration, filtering, and flowrate adjustments achieve the goals of LID, advance sustainability, and reduce the overall cost of stormwater management. The use of engineered systems, structural devices, and vegetated natural designs distributes stormwater and urban runoff across a development site maximizing the effectiveness of LID.

5.4.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

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 (refer to Section 8.0, *Effects Found Not To Be Significant*);

ii. Strong seismic ground shaking (refer to Impact Statement GEO-1);

iii. Seismic-related ground failure, including liquefaction (refer to Impact Statement GEO-2);

iv. Landslides (refer to Section 8.0, *Effects Found Not To Be Significant*);

b) Result in substantial soil erosion or the loss of topsoil (refer to Impact Statement GEO-3);

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 (refer to Impact Statements GEO-2 and GEO-4);

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 (refer to Impact Statement GEO-4);

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (refer to Section 8.0, *Effects Found Not To Be Significant*); and

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (refer to Impact Statement GEO-5).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.4.4 IMPACTS AND MITIGATION MEASURES

STRONG SEISMIC GROUND SHAKING

GEO-1 WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING?

Impact Analysis: The project would result in the development of an approximately 332,090-square-foot concrete tilt-up speculative industrial building, designed to accommodate a mix of manufacturing, warehousing, and office uses. Southern California is known to be earthquake prone, and as such the project would likely be subjected to some degree of seismic ground shaking in the event of an earthquake. The intensity of ground shaking at the project site would depend primarily upon the earthquake magnitude, the distance from the source, and the site response characteristics. A moderate to large magnitude earthquake on a regional fault could cause moderate to severe seismic shaking in the City, thus exposing people or structures on the project site to potential substantial adverse effects, including the risk of loss, injury, or death.

The Geotechnical Investigation concluded that potential project impacts concerning strong seismic ground shaking would be addressed through compliance with State and local seismic and geologic safety laws, standards, and guidelines, including the Seismic Hazard Mapping Act and the 2025 (or

current) CBC. In general, the City regulates development (and reduces potential seismic and geologic impacts) through compliance with the 2025 CBC as adopted by the City pursuant to LBMC Chapter 18.40, *Building Code*, and project-specific design and construction recommendations. The CBC includes earthquake safety standards based on a variety of factors, including occupancy type, types of soils and rocks on-site, and strength of probable ground motion at the project site. In compliance with the CBC, a project-specific Geotechnical Investigation has been prepared and provides preliminary recommended construction and design specifications that would reduce potential adverse effects from strong seismic shaking. Per Mitigation Measure GEO-1, the project would be required to implement the earthwork and design recommendations as detailed in the Geotechnical Investigation. Chapter 6.0, *Conclusions and Recommendations*, and specifically Section 6.1, *Seismic Design Considerations*, of the Geotechnical Investigation (Appendix 11.3) present the project's seismic design parameters, which are intended to minimize the effects of ground shaking produced by regional seismic events. In addition, the Geotechnical Investigation requires that all excavations during construction would be performed in accordance with project plans and specifications, as well as all OSHA requirements to verify conditions are safe for workers.

Compliance with the recommendations in the Geotechnical Investigation pursuant to Mitigation Measure GEO-1 and consistent with the CBC and LBMC Chapter 18.40 would ensure that the project would not expose people or structures to potential substantial adverse effects involving strong seismic ground shaking. Impacts in this regard would be less than significant.

Mitigation Measures:

GEO-1 Prior to issuance of grading permits, the City of Long Beach City Engineer shall verify that the proposed project's final construction plans and specifications incorporate the applicable construction design recommendations from the *Geotechnical Investigation, Proposed Industrial Building, 3800 Via Oro Avenue, Long Beach, California*, prepared by Southern California Geotechnical, Inc., dated February 26, 2026, and the *Geotechnical Investigation, Proposed Industrial Building, 3800 Via Oro Avenue, Long Beach, California*, prepared by Southern California Geotechnical, Inc., dated October 21, 2024, or an updated/final project-specific geotechnical report.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

LIQUEFACTION

GEO-2 WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?

Impact Analysis: The liquefaction analysis conducted as part of the Geotechnical Investigation encountered liquefiable soils at depths ranging from approximately 20 to 49 feet bgs. Soils which are located above the historic groundwater table (approximately 20 and 30 feet below bgs) are considered non-liquefiable. Several clayey strata located below the ground water table are also considered to be non-liquefiable due to their cohesive characteristics. All other liquefiable soils are susceptible to liquefaction. The Geotechnical Investigation estimated that the total potential liquefaction-induced settlement ranges between approximately 1.7 and 2.85 inches; differential settlement is expected to be a maximum of approximately 1.5 inches.

Based on the depths of liquefiable soils and estimated magnitude of differential settlement, the Geotechnical Investigation recommends that the proposed industrial structure be supported on shallow foundations, where additional reinforcement may be necessary. Such a foundation system can be designed to resist the effects of the anticipated differential settlements, to the extent that the structure would not catastrophically fail. Any utility connections to the structure would also need to be designed to withstand the estimated differential settlements. It should also be noted that minor to moderate repairs, including re-leveling, restoration of utility connections, repair of damaged drywall and stucco, etc., would likely be required after occurrence of any liquefaction-induced settlements. Remedial grading is also recommended, which would create a new layer of structural fill below the foundations and floor slabs. Specifically, remedial grading would remove the existing undocumented fill soils, which extend to depths of approximately 4.5 to 8.5 feet bgs. The overexcavation is also recommended to extend to a depth of at least six feet below the existing grade, and to a depth of four feet below proposed building pad subgrade elevation. Within the foundation influence zones, the overexcavation should extend to a depth of at least three feet below proposed foundation bearing grade. Incorporation of the Geotechnical Investigation's foundation and floor slab design parameters, as well as the construction recommendations related to remedial grading as detailed therein and required under Mitigation Measure GEO-1, would reduce the potential for impacts related to seismically-induced settlement and liquefaction to less than significant levels.

In addition, compliance with applicable laws, standards, and guidelines, including the CBC, as adopted by reference in LBMC Chapter 18.40, would ensure that project implementation would not expose people or structures to potentially significant impacts involving liquefaction. Impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

SOIL EROSION

GEO-3 WOULD THE PROJECT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

Impact Analysis: According to the Geotechnical Investigation, the project site is underlain by artificial fill extending to depths of approximately 4.5 to 8.5 feet bgs, which generally consists of medium dense silty fine sands, fine sandy silts, fine sands, clayey fine sands, very stiff fine sandy clays and occasional silty clays. In addition, Holocene-age alluvium was encountered beneath the fill soils, extending to at least the maximum depth of exploration of 50 feet bgs. The alluvium consisted of very loose to dense fine sandy silts, silty fine sands, and fine sands. Occasional layers of stiff silt and clayey silt were encountered. Sandy soils typically have low cohesion and have a relatively higher potential for erosion from surface runoff when exposed in cut slopes or utilized near the face of fill embankments. Surface soils with higher amounts of clay tend to be less erodible as the clay acts as a binder to hold the soil particles together.

CONSTRUCTION

Construction activities would include demolition, clearing, grading, and paving, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Short-term erosion impacts associated with the construction of the development would be minimized through required grading permits. In compliance with the NPDES program, individual projects

involving one or more acres of site disturbance, including the proposed project, would be required to prepare and implement a stormwater pollution prevention plan (SWPPP) and associated BMPs in compliance with the Construction General Permit during grading and construction. Typical BMPs include erosion prevention mats or geofabrics, silt fencing, sandbags, plastic sheeting, temporary drainage devices, and positive surface drainage to allow surface runoff to flow away from site improvements or areas susceptible to erosion. Proper surface drainage design and project site maintenance practices would reduce potential soil erosion following site development. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. In addition, the project would also be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would reduce the potential for soil erosion caused by wind by requiring implementation of dust control measures during construction activities. Upon compliance with the NPDES program requirements and SCAQMD Rule 403, the project would result in less than significant construction impacts involving soil erosion and loss of topsoil, consistent with City's Stormwater Management Plan and Chapter 8.96, *Stormwater and Runoff Pollution Control Ordinance*, of the LBMC.

OPERATIONS

According to the Hydrology Study prepared for the project, the proposed development would increase the impervious area of the site from approximately 54.9 percent to approximately 90.4 percent; refer to Appendix 11.4, *Hydrology Study*. Fewer areas of exposed topsoil would reduce operational erosion associated with the redevelopment of the project site. To further prevent operational erosion, the project proposes LID BMPs in accordance with the Regional Phase I MS4 Permit and LBMC requirements. Specifically, site grading would mimic natural flow patterns while directing flow away from the proposed industrial building, and a biofiltration drainage system would be installed for the entire drainage area of the site. With implementation of the proposed drainage system, project development would not increase the rate or amount of stormwater runoff draining off the project site. Therefore, project development would not cause substantial erosion or loss of topsoil, and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

UNSTABLE SOILS

GEO-4 WOULD THE PROJECT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE?

Impact Analysis: The project site could be located on unstable or expansive soils that could result in lateral spreading, subsidence, liquefaction, or collapse. Refer to Impact Statement GEO-2 for a discussion concerning the project's potential impacts in regard to liquefaction.

SUBSIDENCE/LATERAL SPREADING

Recent measurements of groundwater in the project area show levels ranging from approximately 17 to 26.9 bgs; historically, the groundwater table ranged from approximately 20 to 30 feet bgs.

Accordingly, there is potential for unstable soils as a result of high groundwater to occur on the project site. As such, and as discussed under Impact Statement GEO-1, the project would incorporate several construction measures, including remedial site grading and over-excavation of soils, to remove these settlement-prone soils and replace them with properly compacted engineered fill in order to reduce impacts related to seismically induced settlement/lateral spreading. The Geotechnical Investigation also concluded that minor ground subsidence can occur in the soils below the zone of removal due to settlement and machinery work; the subsidence is estimated to be approximately 0.1-percent. As such, the project would adhere to the design parameters and recommendations of the Geotechnical Investigation regarding shallow foundations and floor slabs, as required by Mitigation Measure GEO-1 and consistent with the CBC and LBMC Section 18.04. Overall, impacts regarding lateral spreading, settlement, and subsidence would be reduced to less than significant levels with mitigation incorporated.

COMPRESSIBLE/COLLAPSIBLE SOILS

The near-surface native alluvium soils on the project site are considered potentially compressible. As such, the Geotechnical Investigation recommends remedial grading to remove the existing undocumented fill soils as well as the near-surface alluvium and replace these materials with compacted structural fill. The native soils that would remain in place below the recommended depth of overexcavation possess generally favorable consolidation/collapse characteristics and would not be subject to significant load increases from the foundations of the proposed structure. Provided that the recommended remedial grading is completed, the post-construction static settlements of the proposed structure are expected to be within tolerable limits. Additionally, it was determined that overexcavation of the existing fill and potentially compressible native soils in the new flatwork, parking, and drive areas would not be warranted, with the exception of areas where lower strength, or unstable, soils are identified by the geotechnical engineer during grading; in this case, the subgrade soils would then be scarified, moisture conditioned, and recompacted. The Geotechnical Investigation determined that subsurface soils below the depth of maximum excavation possess favorable consolidation/collapsible characteristics. With implementation of project design recommendations required under Mitigation Measure GEO-1 and consistent with the CBC and LBMC Chapter 18.40, impacts would be reduced to less than significant levels.

EXPANSIVE SOILS

Test results for the soil types at the project site indicate that on-site near-surface soils have low to non-expansive characteristics.

Based on laboratory testing conducted for the Geotechnical Investigation, removal and recompaction of the near-surface fill soils on site is estimated to result in an average shrinkage of seven to 15 percent. However, the estimated shrinkage of the individual soil layers at the site is highly variable, locally ranging from a minimum shrinkage value of five percent to a maximum shrinkage of 19 percent at varying sample depths and locations. Therefore, the Geotechnical Investigation recommends standard construction practices, such as proper floor slab design and concrete curing to reduce any potential impacts associated with shrinkage. With implementation of project design recommendations required under Mitigation Measure GEO-1 and consistent with the CBC and pursuant to LBMC Chapter 18.40, impacts would be less than significant in this regard.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

PALEONTOLOGICAL RESOURCES

GEO-5 WOULD THE PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?

Impact Analysis: The Cultural Resources Assessment determined that the project site has high potential for paleontological resources due to the geological age (i.e., Pleistocene) of the deposits near the surface. Previously recorded fossil localities within five miles of the project site were identified in Pleistocene-aged deposits. Additionally, the results of the SDNHM records search indicate that the project site is underlaid at depth by Late Pleistocene-age Palos Verdes Sands, which has a high sensitivity for paleontological resources. As such, mitigation to implement paleontological monitoring as well as a process for the treatment of any paleontological resources inadvertently discovered during project construction would be required. Specifically, Mitigation Measure GEO-2 would require that a professional paleontologist meeting the Society of Vertebrate Paleontology (SVP) professional qualifications monitor, or supervise paleontological monitors, during all ground-disturbing activities below a depth of 4.5 feet bgs. Monitoring would not be required in previously disturbed soils. Mitigation Measure GEO-3 would require that, if a paleontological resource is inadvertently encountered during construction, that construction activities temporarily halt within 50 feet of the find until the project paleontologist can evaluate and potentially salvage the find. An assessment of the discovery would be documented in an impact memorandum and submitted to a designated repository. Once the professional paleontologist's recommendations for the find have been implemented, construction activities can resume. Following implementation of Mitigation Measures GEO-2 and GEO-3, project impacts related to paleontological resources would be less than significant.

Mitigation Measures:

GEO-2 Prior to issuance of a grading permit, the project Applicant shall retain a professional paleontologist meeting the Society of Vertebrate Paleontology (SVP) professional qualifications. The professional paleontologist shall monitor, or supervise paleontological monitors, during ground-disturbing activities, which are anticipated to reach a maximum depth of 12.5 feet below ground surface (bgs). Paleontological monitoring shall begin once excavation reaches the bottom of the existing artificial fill layer, which is approximately 4.5 to 8.5 feet bgs (varies throughout the project site). Monitoring shall occur for all ground-disturbing activities below a depth of 4.5 feet bgs. Monitoring is not required in previously disturbed soils. The monitor shall prepare daily monitoring logs, including photographs and a description of work monitored, depth, conditions, and findings. The daily logs shall be compiled and submitted to the City of Long Beach Community Development Department at monitoring completion.

GEO-3 Should paleontological resources be inadvertently encountered, construction activities shall be temporarily halted within 50 feet in all directions of the find so that the resource can be evaluated by the professional paleontologist retained as part of Mitigation Measure GEO-2. The paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a memorandum evaluating the impact. The project Applicant shall comply with the recommendations of the paleontologist, and a copy of the report shall be submitted to a

designated repository and the City of Long Beach Community Development Department (City). Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented and verified by the City.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.4.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis,* cumulative projects are situated in the project vicinity.

- **WOULD THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING GEOLOGY AND SOILS AND IMPACT UNKNOWN PALEONTOLOGICAL RESOURCES?**

Impact Analysis: Cumulative projects identified in Table 4-1, *Cumulative Projects List*, would be located within proximity to similar fault zones as the project. However, the intensity of the seismic ground shaking would vary by site based on earthquake magnitude, distance to epicenter, and geology of the area between the epicenter and the cumulative project site. Additionally, potential paleontological resource impacts associated with the development of each cumulative project would be specific to each site. Cumulative projects would be required to comply with existing federal, State, and local regulations (including the CBC and LBMC Chapter 18.40) and project-specific mitigation measures related to site-specific geologic hazards and paleontological resources.

As concluded above, geologic and seismic hazards associated with the project would be reduced to less than significant levels following conformance with established regulatory requirements, including the CBC, LBMC, NPDES program, and SCAQMD Rule 403. Additionally, compliance with LBMC Chapter 18.40 would ensure project design and construction plans incorporate recommended design features in the project's Geotechnical Investigation (Mitigation Measure GEO-1), and Mitigation Measures GEO-2 and GEO-3 would ensure that potential impacts to unknown paleontological resources on-site, if encountered, are reduced to less than significant levels. As such, upon compliance with the recommended mitigation measures, the project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: Refer to Mitigation Measures GEO-1 through GEO-3.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to geology and soils have been identified.

5.5 Hydrology and Water Quality

5.5 HYDROLOGY AND WATER QUALITY

This section analyzes potential project impacts related to water quality, drainage patterns and flood control facilities, and groundwater supplies and recharge. Potential impacts associated with flooding are also analyzed. This section is primarily based upon the following technical study; refer to Appendix 11.4, *Hydrology Study*:

- *Preliminary Hydrology and Hydraulics Study for 3800 Via Oro Avenue, Long Beach, CA* (Hydrology Study), prepared by Kimley Horn and Associates, Inc., dated February 2026.

5.5.1 EXISTING SETTING

REGIONAL HYDROLOGY AND DRAINAGE

The project site is located within the Los Angeles River Watershed, and specifically within the Compton Creek-Los Angeles River subwatershed (Hydrologic Unit Code [HUC] 180701050402).[1]

The Los Angeles River Watershed is a highly urbanized watershed that encompasses western and central portions of Los Angeles County. The Los Angeles River's headwaters originate in the Santa Monica, Santa Susana, and San Gabriel Mountains. The river terminates at the San Pedro Bay/Los Angeles and Long Beach Harbor complex, which is semi-enclosed by a 7.5-mile breakwater. The river's tidal prism/estuary begins in Long Beach at Willow Street and runs approximately three miles before joining Queensway Bay. The main tributaries to the river in this stretch are the Arroyo Seco (which drains areas of Pasadena and portions of the Angeles National Forest in the San Gabriel Mountains), the Rio Hondo, and Compton Creek. Compton Creek supports a wetland habitat just before its confluence with the Los Angeles River. The river is hydraulically connected to the San Gabriel River Watershed by the Rio Hondo through the Whittier Narrows Reservoir. Flows from the San Gabriel River and Rio Hondo merge at this reservoir during larger flood events, thus flows from the San Gabriel River Watershed may impact the Los Angeles River.[2]

The Lower Los Angeles River Watershed is located within the Los Angeles River Watershed Management Area (WMA) as designated in the Los Angeles Municipal Separate Storm Sewer (MS4) Permit. The three main water bodies located within the Los Angeles River Watershed are Compton Creek, Los Angeles River (Reaches 1 and 2), and Rio Hondo Reach 1, and are defined by the Los Angeles Regional Water Quality Control Board (RWQCB) as inland Surface Waters of the State. As part of the main stem of the Los Angeles River, Reaches 1 and 2 and the Los Angeles River Estuary are designated Waters of the U.S (WoUS). By definition, the Los Angeles River tributaries are also WoUS, which includes Compton Creek and Rio Hondo. The Compton Creek subwatershed drains

[1] U.S. Environmental Protection Agency, *How's My Waterway?*, https://mywaterway.epa.gov/community, accessed March 23, 2026.

[2] State Water Resources Control Board, *Los Angeles River Watershed*, https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/regional_program/Water_Quality_and_Watersheds/los_angeles_river_watershed/LA_River_Watershed.pdf, accessed March 23, 2026.

approximately 42 square miles to its confluence with the Los Angeles River. The subwatershed is almost entirely developed and primarily drains to concrete channels. [3]

PROJECT SITE HYDROLOGY AND DRAINAGE

The western portion of the project site slopes to the south at a gradient of approximately two percent, and the eastern portion slopes to the southeast at a gradient of approximately one percent. The site grades range from a maximum site elevation of approximately 34.1 feet above mean sea level (msl) in the northwest corner of the site to a minimum site elevation of approximately 28.1 feet above msl in the southeast corner of the site.[4]

According to the Hydrology Study, under existing conditions surface water generally flows northwest to southeast via surface flow and curb/gutters. The southern portion of the site has a wall along the building, thus surface water from the western paved area sheet flows east to a curb and gutter which drains onto Hughes Way. The southeastern area previously developed with solar panels (removed as of June 2025) is now vacant and graded; runoff in this area that is not infiltrated sheet flows generally south onto Hughes Way. Once the water drains onto Hughes Way from the site, it is carried along curb and gutter into a catch basin where it enters the City's public storm drain system. Flow travels through the public storm drain system and eventually discharges into the Los Angeles River and flows to the Pacific Ocean.

STORMWATER QUALITY

Point Source Pollutants

Point source discharges are regulated through National Pollutant Discharge Elimination System (NPDES) permits. Point sources include those associated with the MS4 (stormwater and urban runoff) and other NPDES discharges. Stormwater runoff is generally regulated through four types of permits including MS4 permits, a Statewide stormwater permit for Caltrans; a Statewide Construction General Permit (CGP); and a Statewide Industrial General Permit (IGP). The NPDES IGP regulates stormwater discharges and authorized non-stormwater discharges from ten specific categories of industrial facilities, including manufacturing facilities, oil and gas mining facilities, landfills, and transportation facilities. The NPDES CGP regulates stormwater discharges from construction sites that result in land disturbances equal to or greater than one acre. Point source discharges from IGP, CGP, residential, commercial, and transportation activities can be a significant source of pollutant loads.

Nonpoint Source Pollutants

Non-point sources by definition include pollutants that reach waters from a number of land uses and are not regulated through NPDES permits. Non-point sources include existing contaminated sediments within the watershed and direct air deposition to the waterbody surface.

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[3] Lower Los Angeles River Watershed Group, *Lower Los Angeles River Watershed Management Plan*, revised August 25, 2017.

[4] Southern California Geotechnical, Inc., *Geotechnical Investigation, Proposed Industrial Building, 3800 Via Oro Avenue, Long Beach, California*, February 26, 2026.

A net effect of urbanization can be to increase pollutant export over naturally occurring conditions. The impact of the higher export affects the adjacent streams and the downstream receiving waters. However, an important consideration in evaluating stormwater quality is to assess whether the beneficial use to the receiving waters is impaired. Nonpoint source pollutants are characterized by the following major categories to assist in determining the pertinent data and its use. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. Standard water quality categories of typical urbanization impacts are:

- *Sediment*. Sediment is made up of tiny soil particles that are washed or blown into surface waters. It is the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy or turbid. The fine sediment particles also act as a vehicle to transport other pollutants, including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development. Another major source of sediment is streambank erosion, which may be accelerated by increases in peak rates and volumes of run-off due to urbanization.

- *Nutrients*. Nutrients are a major concern for surface water quality, especially phosphorous and nitrogen, which can cause algal blooms and excessive vegetative growth. Of the two, phosphorus is usually the limiting nutrient that controls the growth of algae in lakes. The orthophosphorous form of phosphorus is readily available for plant growth. The ammonium form of nitrogen can also have severe effects on surface water quality. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes significant amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When nitrogen fertilizer is applied to lawns or other areas more than needed by the plant, nitrates can leach below the root zone, eventually reaching ground water. Orthophosphate from automobile emissions also contributes phosphorus in areas with heavy automobile traffic. Generally, nutrient export is greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are: 1) surface algal scums; 2) water discolorations; 3) odors; 4) toxic releases; and 5) overgrowth of plants.

- *Trace Metals*. Trace metals are primarily a concern because of their toxic effects on aquatic life, and their potential to contaminate drinking water supplies. The most common trace metals found in urban run-off are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of the trace metals in urban run-off are attached to sediment; this effectively reduces the level, which is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with sediment settle out rapidly and accumulate in the soils. Urban run-off events typically occur over a shorter duration, reducing the amount of exposure, which could be toxic to the aquatic environment. The toxicity of trace metals in run-off varies with the hardness of the receiving water. As total hardness of the water increases, the threshold concentration levels for adverse effects increases.

- *Oxygen-Demanding Substances*. Aquatic life is dependent on the dissolved oxygen in the water. When organic matter is consumed by microorganisms, dissolved oxygen is consumed in the process. A rainfall event can deposit significant quantities of oxygen-demanding substance in lakes and streams. The biochemical oxygen demand of typical urban run-off is on the same order of magnitude as the effluent from an effective secondary wastewater treatment plant. A

problem from low dissolved oxygen (DO) results when the rate of oxygen-demanding material exceeds the rate of replenishment. Oxygen demand is estimated by direct measure of DO and indirect measures such as biochemical oxygen demand (BOD), chemical oxygen demand (COD), oils and greases, and Total Organic Carbon (TOC).

- *Bacteria*. Bacteria levels in undiluted urban run-off exceed public health standards for water contact recreation almost without exception. Studies have found that total coliform counts exceeded the U.S. Environmental Protection Agency's (U.S. EPA) water quality criteria at almost every site and almost every time it rained. The coliform bacteria that are detected may not be a health risk by themselves but are often associated with human pathogens.

- *Oil and Grease*. Oil and grease contain a wide variety of hydrocarbons, some of which could be toxic to aquatic life in low concentrations. These materials initially float on water and create the familiar rainbow-colored film. Hydrocarbons have a strong affinity for sediment and quickly become absorbed to it. The major source of hydrocarbons in urban run-off is through leakage of crankcase oil and other lubricating agents from automobiles. Hydrocarbon levels are highest in the run-off from parking lots, roads, and service stations. Residential land uses generate less hydrocarbon export, although illegal disposal of waste oil into stormwater can be a local problem.

- *Other Toxic Chemicals*. Priority pollutants are generally related to hazardous wastes or toxic chemicals and can be sometimes detected in stormwater. Priority pollutant scans have been conducted in previous studies of urban run-off, which evaluated the presence of over 120 toxic chemicals and compounds. The scans rarely revealed toxins that exceeded the current safety criteria. The urban run-off scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (possibly except for illegally disposed or applied household hazardous wastes). Measures of priority pollutants in stormwater include: 1) phthalate (plasticizer compound), 2) phenols and creosols (wood preservatives), 3) pesticides and herbicides, 4) oils and greases, and 5) metals.

PHYSICAL CHARACTERISTICS OF SURFACE WATER QUALITY

Standard parameters, which can assess stormwater quality, provide a method of measuring impairment. A background of these typical characteristics assists in understanding water quality requirements. The quantity of a material in the environment and its characteristics determine the degree of availability as a pollutant in surface run-off. In an urban environment, the quantity of certain pollutants in the environment is a function of the intensity of the land use. For instance, high automobile traffic volumes cause various potential pollutants (such as lead and hydrocarbons) to be more prevalent. The availability of a material, such as a fertilizer, is a function of the quantity and the way in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or ground water.

The physical properties and chemical constituents of water traditionally have served as the primary means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. There are many types and classifications of water quality parameters for stormwater. Typically, the concentration of an urban pollutant, rather than the annual load of that pollutant, is required to assess a water quality problem. Some of the physical, chemical, or biological characteristics that evaluate the quality of the surface run-off are listed below.

- *Dissolved Oxygen*. DO in the water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The DO concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. DO is a transient property that can fluctuate rapidly in time and space and represents the status of the water system at a point and time of sampling. The decomposition of organic debris in water is a slow process, as are the resulting changes in oxygen status. The oxygen demand is an indication of the pollutant load and includes measurements of biochemical oxygen demand or chemical oxygen demand.

- *Biochemical Oxygen Demand*. The BOD is an index of the oxygen-demanding properties of the biodegradable material in the water. Samples are taken from the field and incubated in the laboratory at 20°C, after which the residual dissolved oxygen is measured. The BOD value commonly referenced is the standard 5-day values. These values are useful in assessing stream pollution loads and for comparison purposes.

- *Chemical Oxygen Demand*. The COD is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions as with BOD. COD does not necessarily provide a good index of oxygen demanding properties in natural waters.

- *Total Dissolved Solids*. Total dissolved solids (TDS) concentration is determined by evaporation of a filtered sample to obtain residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS is an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants such as metals in the water. TDS are also a major determinant of aquatic habitat. TDS affects saturation concentration of dissolved oxygen and influences the ability of a water body to assimilate wastes. Eutrophication rates depend on TDS.

- *pH*. The pH of water is the negative log, base 10, of the hydrogen ion (H^+) activity. A pH of 7 is neutral; a pH greater than 7 indicates alkaline water; a pH less than 7 represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life; generally, toxic limits are pH values less than 4.8 and greater than 9.2.

- *Alkalinity*. Alkalinity is the opposite of acidity, representing the capacity of water to neutralize acid. Alkalinity is also linked to pH and is caused by the presence of carbonate, bicarbonate, and hydroxide, which are formed when carbon dioxide is dissolved. A high alkalinity is associated with a high pH and excessive solids. Most streams have alkalinities less than 200 milligrams per liter (mg/l). Ranges of alkalinity of 100-200 mg/l seem to support well-diversified aquatic life.

- *Specific Conductance*. The specific conductivity of water, or its ability to conduct an electric current, is related to the total dissolved ionic solids. Long-term monitoring of project waters can develop a relationship between specific conductivity and TDS. Its measurement is quick and inexpensive and can be used to approximate TDS. Specific conductivities more than 2000 microohms per centimeter indicate a TDS level too high for most freshwater fish.

- *Turbidity*. The clarity of water is an important indicator of water quality that relates to the alkalinity of photosynthetic light to penetrate. Turbidity is an indicator of the property of water that causes light to become scattered or absorbed. Turbidity is caused by suspended clays and other organic particles. It can be used as an indicator of certain water quality constituents, such as predicting sediment concentrations.

- *Nitrogen*. Sources of nitrogen in stormwater are from the additions of organic matter to water bodies or chemical additions. Ammonia and nitrate are important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification consumes dissolved oxygen in the water. Nitrogen occurs in many forms. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen, a form available for plants. High concentrations of nitrate-nitrogen in water can stimulate growth of algae and other aquatic plants, but if phosphorus is present, only about 0.30 mg/l of nitrate-nitrogen is needed for algal blooms. Some fish life can be affected when nitrate-nitrogen exceeds 4.2 mg/l. There are several ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia), ammonia, nitrite plus nitrate, nitrite, and nitrogen in plants. The principal water quality criterion for nitrogen focuses on nitrate and ammonia.

- *Phosphorus*. Phosphorus is an important component of organic matter. In many water bodies, phosphorus is the limiting nutrient that prevents additional biological activity from occurring. The origin of this constituent in urban stormwater discharge is generally from fertilizers and other industrial products. Orthophosphate is soluble and considered the only biologically available form of phosphorus. Since phosphorus strongly associates with solid particles and is a significant part of organic material, sediments influence concentration in water and are an important component of the phosphorus cycle in streams. Important methods of measurement include detecting orthophosphate and total phosphorus.

EXISTING REGIONAL WATER QUALITY CONDITIONS

The project site is under the jurisdiction of the Los Angeles RWQCB. The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) designates the beneficial uses of the Los Angeles RWQCB's surface and ground waters; designates water quality objectives for the reasonable protection of those uses; and establishes an implementation plan to achieve the objectives. A beneficial use is one of the various ways that water can be used for the benefit of people and/or wildlife. Although more than one beneficial use may be identified for a given waterbody, the most sensitive use must be protected. Table 5.5-1, *Compton Creek-Los Angeles River Beneficial Uses Designations*, includes the beneficial uses identified in the Basin Plan for the Compton Creek-Los Angeles River subwatershed (HUC 180701050402).

Table 5.5-1
Compton Creek-Los Angeles River Beneficial Uses Designations

Beneficial Use – Existing	Beneficial Use – Potential
• **GWR** (Uses of water for natural or artificial recharge of ground water for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.) • **WARM** (Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.) • **WILD** (Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife [e.g., mammals, birds, reptiles, amphibians, invertebrates], or wildlife water and food sources.) • **WET**[a] (Uses of water that support wetland ecosystems, including, but not limited to, preservation or enhancement of wetland habitats, vegetation, fish, shellfish, or wildlife, and other unique wetland functions which enhance water quality, such as providing flood and erosion control, stream bank stabilization, and filtration and purification of naturally occurring contaminants.) • **REC-1**[b] (Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, or use of natural hot springs.) • **REC-2** (Uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.)	• **MUN** (Uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.)

Notes: This subwatershed does not have any intermittent beneficial uses.
a. Waterbodies designated as WET may have wetlands habitat associated with only a portion of the waterbody. Any regulatory section would require a detailed analysis of the area.
b. Access prohibited by Los Angeles County DPW.

Source: Los Angeles Regional Water Quality Control Board, *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, Chapter 2: Beneficial Uses*, last amended November 16, 2023.

The State and RWQCBs assess water quality data for California's waters every two years to determine if they contain pollutants at levels that exceed protective water quality criteria and standards. This biennial assessment is required under Clean Water Act (CWA) Section 303(d). Once a water body has been listed as "impaired", a Total Maximum Daily Load (TMDL) for the constituent of concern (pollutant) must be developed for that water body. A TMDL is an allowable discharge target to reduce pollutant loading into receiving waters. A TMDL is supposed to be developed for each impairment listed on the 303(d) list in order for each receiving water to improve water quality; receiving waters may be removed from the 303(d) list once a TMDL has been developed. Table 5.5-2, *Los Angeles River*

Watershed Impaired Waters, outlines the pollutants listed pursuant to CWA 303(d) for the applicable segments of the Lower Los Angeles River Watershed.[5]

Table 5.5-2
Los Angeles River Watershed Impaired Waters

Water Quality Limited Segment Name	Pollutant
Compton Creek	Coliform Bacteria Trash Copper[1] Lead[1] pH[2]
Los Angeles River Estuary (Queensway Bay)	Chlordane (sediment) DDT (sediment) Lead (sediment) Polychlorinated biphenyls (sediment) Sediment Toxicity Trash Zinc (sediment)
Los Angeles River Reach 1 (Estuary to Carson Street)	Coliform Bacteria Cyanide Diazinon Trash Ammonia[2] Copper, Dissolved[1] Lead[1] Nutrients (Algae)[2] pH[2] Zinc, Dissolved[1]
Los Angeles River Reach 2 (Carson to Figueroa Street)	Coliform Bacteria Oil Trash Ammonia[2] Lead[1] Nutrients (Algae)[2]
Rio Hondo Reach 1 (Confluence of the Los Angeles River to Hansen Dam)	Coliform Bacteria
Notes: 1. Los Angeles River and Tributaries Metals TMDL, 2005. 2. Los Angeles River Nutrients TMDL, 2004.	
Source: Los Angeles Regional Water Quality Resource Board, *Los Angeles River Watershed Impaired Waters*, https://www.waterboards.ca.gov/losangeles/water_issues/programs/regional_program/Water_Quality_and_Watersheds/los_angeles_river_watershed/303.shtml, accessed March 23, 2026.	

GROUNDWATER

The project site is located within the Coastal Plain of the Los Angeles Groundwater Basin, and West Coast subbasin. The West Coast subbasin covers approximately 140 square miles. Aquifers in the

[5] Los Angeles Regional Water Quality Resource Board, *Los Angeles River Watershed Impaired Waters*, https://www.waterboards.ca.gov/losangeles/water_issues/programs/regional_program/Water_Quality_and_Watersheds/los_angeles_river_watershed/303.shtml, accessed March 23, 2026.

West Coast subbasin are generally confined and receive the majority of their natural recharge from adjacent groundwater basins or from the Pacific Ocean (seawater intrusion). The Newport-Inglewood Uplift and associated faulting acts as a partial barrier to groundwater flow between the Central and West Coast subbasins. Sources of water for use and recharge include surface water/stormwater, imported water, groundwater, and recycled water. Other minor potential sources of groundwater recharge include leaking pipes, septic systems, and stream losses (not associated with managed aquifer recharge). Groundwater outflow includes pumping – including extraction associated with the de-salters, subsurface outflow to adjacent basins and the Pacific Ocean, and groundwater discharge to surface water.

Based on the Geotechnical Investigation, the historically highest groundwater level at the project site is between 20 and 30 feet below ground surface (bgs); refer to Appendix 11.3, *Geotechnical Investigation*). The nearest monitoring wells, located approximately 1,350 feet northwest of the site, indicate a recent high groundwater level of approximately 26.5 feet bgs in August 2020. During soil testing for the Geotechnical Investigation, free water was encountered while boring drilling at depths of approximately 17 to 23.5 feet bgs. Delayed groundwater readings after 4.5 hours following the completion of boring drilling and before backfilling measured free groundwater at a depth of approximately 23.9 feet bgs. One boring site was converted into a temporary piezometer to establish the current groundwater elevation. Two water depth measurements were performed within the piezometer approximately one day and 11 days after drilling, where free groundwater was measured at a depth of approximately 26.9 feet bgs for both measurements.

5.5.2 REGULATORY SETTING

FEDERAL LEVEL

Clean Water Act

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act, i.e., the CWA. Originally enacted in 1948, it was amended in 1972 and has remained substantially the same since. The CWA consists of two major parts: provisions that authorize federal financial assistance for municipal sewage treatment plant construction and regulatory requirements that apply to industrial and municipal dischargers. The CWA authorizes the establishment of effluent standards on an industry basis. The CWA also requires states to adopt water quality standards that "consist of the designated uses of the navigable waters involved and the water quality criteria for such waters based upon such uses."

The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the NPDES, effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The U.S. EPA has delegated the responsibility for administration of portions of the CWA to State and regional agencies.

Impaired Water Bodies

CWA Section 303(d) and California's Porter-Cologne Water Quality Control Act require that the State establish the beneficial uses of its State waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes a TMDL, which is the maximum quantity of a contaminant that a water body can maintain without experiencing adverse effects, to guide the application of State

water quality standards. Section 303(d) also requires the State to identify "impaired" streams (water bodies affected by the presence of pollutants or contaminants) and to establish the TMDL for each stream.

National Pollution Discharge Elimination System

To achieve its objectives, the CWA is based on the concept that all discharges into the nation's waters are unlawful, unless specifically authorized by a permit. The NPDES is the permitting program for discharge of pollutants into surface waters of the United States under CWA Section 402. Thus, industrial and municipal dischargers (point source discharges) must obtain NPDES permits from the appropriate RWQCB. The existing NPDES (Phase I) stormwater program requires municipalities serving more than 1,000,000 persons to obtain a NPDES stormwater permit for any construction project larger than five acres. Proposed NPDES stormwater regulations (Phase II) expand this existing national program to smaller municipalities with populations of 10,000 persons or more and construction sites that disturb more than one acre. For other dischargers, such as those affecting groundwater or from nonpoint sources, a Report of Waste Discharge must be filed with the RWQCB. For specified situations, some permits may be waived, and some discharge activities may be handled through inclusion in an existing General Permit.

National Flood Insurance Map

The National Flood Insurance Act established the National Flood Insurance Program (NFIP), which provides flood insurance, floodplain management, and flood hazard mapping data. Communities subject to flood hazards voluntarily participate in the NFIP by adopting and enforcing floodplain management ordinances to reduce the potential for flood damage. In turn, the NFIP offers federally funded flood insurance to homeowners, renters, and business owners in participating communities. Under this program, the Federal Emergency Management Agency (FEMA) produces Flood Insurance Rate Maps (FIRM) that identify properties and buildings in flood risk areas. Flood hazards related to storm events are generally described in terms of 100- or 500-year floods. These are floods that, respectively, have a one percent and 0.2-percent chance of occurring every year.

The project site is located in an area with reduced flood risk due to levee (Zone X); however, the Los Angeles River is approximately 0.01-mile east of the project site, which is a special flood hazard area (Zone A).[6,7]

STATE LEVEL

Porter-Cologne Water Quality Control Act

The CWA places the primary responsibility for the control of surface water pollution and for planning the development and use of water resources with the states, although it establishes certain guidelines for the states to follow in developing their programs and allows the U.S. EPA to withdraw control from states with inadequate implementation mechanisms.

[6] Federal Emergency Management Agency, *National Flood Hazard Layer FIRMette*, https://msc.fema.gov/portal/search?AddressQuery=3800%20via%20oro%20avenue, accessed March 12, 2026.

[7] Federal Emergency Management Agency, *Flood Insurance Rate Map No. 06037C1955F*, effective September 26, 2008.

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act (Water Code Sections 13000, et seq.). The Porter-Cologne Act grants the State Water Resources Control Board (SWRCB) and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its state water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

State Water Resources Control Board

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCBs conduct planning, permitting, and enforcement activities. For the proposed project, the NPDES permit is divided into two parts: construction; and post-construction. Construction permitting is administered by the SWRCB, while post-construction permitting is administered by the RWQCB. In California, NPDES permits are also referred to as waste discharge requirements (WDRs) that regulate discharges to waters of the United States.

WATER CONSERVATION IN LANDSCAPING ACT OF 2006

The Water Conservation in Landscaping Act includes California's *Model Water Efficient Landscape Ordinance* (MWELO), which governs all landscapes that are planned, designed, installed, managed, and maintained in order to have a watershed-based approach to improve California's environmental conditions and provide benefits and realize sustainability goals. In accordance with Government Code Section 65596.5, the Department of Water Resources (DWR) to update the MWELO every three years, or to make a finding that an update is not useful or effective. The most recent amendments to the MWELO were approved by the Office of Administrative Law (OAL) on and effective starting January 2, 2025. The intent of the MWELO amendments was to improve the implementation and enforcement of the MWELO by providing clarity, improving organization, and reducing ambiguities. Because of existing ambiguities in the MWELO, local agencies and project applicants may have misinterpreted or not clearly understood what is required or may have allowed things that should not have been approved. The new regulatory requirement included in the amendments is an implementation of statutory requirements in Government Code Section 65596(n), which was adopted in 2020. Government Code Section 65596(n) requires all plants to be identifiable at the time of inspection. DWR proposed to implement this statutory direction by requiring plant legends with photographs be prepared for each project. Plant legends are common practice when designing a landscape and digital photographs are freely available online. Thus, this new requirement would have negligible to no impacts on MWELO implementation except to make plant identification easier for all projects.

New development projects that include landscape areas of 500 square feet or more are subject to the MWELO. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review, or rehabilitating an existing landscape with a total landscape area greater than 2,500 square feet.

CONSTRUCTION GENERAL PERMIT ORDER 2022-0057-DWQ

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit) Order 2022-0057-DWQ (effective September 1, 2023) (Construction General Permit).[8] Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore a facility's original line, grade, or capacity.

To obtain coverage under the Construction General Permit, Permit Registration Documents (PRDs), including a Notice of Intent (NOI), Risk Assessment, Site Map, and Storm Water Pollution Prevention Plan (SWPPP), among others, must be filed with the SWRCB prior to the commencement of construction activity. The NOI would notify the SWRCB of the applicant's intent to comply with the Construction General Permit. The SWPPP, which must be prepared by a Qualified SWPPP Developer (QSD), would include a list of best management practices (BMPs) the discharger would use to protect stormwater run-off and the placement of those BMPs. Additionally, the project's SWPPP must contain a visual monitoring program and a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs.

GROUNDWATER MANAGEMENT ACT

In 1992, the State Legislature provided for more formal groundwater management with the passage of Assembly Bill (AB) 3030, the Groundwater Management Act (Water Code Section 10750, et seq.). Groundwater management, as defined in DWR's Bulletin 118 Update 2003, is the planned and coordinated monitoring, operation, and administration of a groundwater basin, or portion of a basin, with the goal of long-term groundwater resource sustainability. Groundwater management needs are generally identified and addressed at the local level in the form of Groundwater Management Plans (GMP). The Act provides local water agencies with procedures to develop a GMP to enable those agencies to manage their groundwater resources efficiently and safely while protecting the quality of supplies. Under the Act, development of a GMP by a local water agency is voluntary.

SUSTAINABLE GROUNDWATER MANAGEMENT ACT

The Sustainable Groundwater Management Act (SGMA) established a framework for sustainable, local groundwater management. SGMA requires groundwater-dependent regions to halt overdraft and bring basins into balanced levels of pumping and recharge. With passage of the SGMA, the DWR launched the Sustainable Groundwater Management (SGM) Program to implement the law and provide ongoing support to local agencies around the State. The SGMA:

- Establishes a definition of "sustainable groundwater management";

[8] California State Water Resources Control Board, *National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit) Order WQ 2022-0057-DWQ*, NPDES No. CAS000002, effective September 1, 2023.

- Requires that a Groundwater Sustainability Plan be adopted for the most important groundwater basins in California;
- Establishes a timetable for adoption of Groundwater Sustainability Plans;
- Empowers local agencies to manage basins sustainably;
- Establishes basic requirements for Groundwater Sustainability Plans; and
- Provides for a limited State role.

Specifically, SGMA requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a GSP. According to the California DWR, the project site is located within the Coastal Plain of the Los Angeles Groundwater Basin and West Coast subbasin, which is ranked as a "very low" priority basin.[9] Therefore, there is no groundwater sustainability plan established for the West Coast subbasin.

REGIONAL LEVEL

Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's antidegradation policy, and (iii) describes implementation programs to protect all waters under the jurisdiction of the Los Angeles RWQCB. In addition, the Basin Plan incorporates (by reference) all applicable SWRCB and Los Angeles RWQCB plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.

The Basin Plan is a resource for the Los Angeles RWQCB and others who use water and/or discharge wastewater in the Los Angeles region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

The Basin Plan is reviewed and updated as necessary. Following adoption by the RWQCB, the Basin Plan and subsequent amendments are subject to approval by the SWRCB, the State OAL, and the U.S. EPA. The Basin Plan was last amended on November 16, 2023. The amendment added site-specific chloride objectives for Reach 6 of the Los Angeles River. This amendment has been approved by the Los Angeles RWQCB, and is pending SWRCB approval.

Groundwater Basins Master Plan

The Water Replenishment District of Southern California, in coordination with other basin stakeholders, developed the *Groundwater Basins Master Plan*. The intent of the plan is to provide a single reference document for parties operating within and maintaining the Coastal Plain of Los Angeles'

[9] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/final/, accessed March 22, 2026.

West Coast and Central subbasins. The plan is intended to help guide the stakeholders to develop and assess initial concepts for additional recharge and pumping from these basins to utilize the basins fully and reduce dependence on imported water. Furthermore, the plan identifies projects and programs to enhance basin replenishment, increase the reliability of groundwater resources, improve and protect groundwater quality, and ensure that the groundwater supplies are suitable for beneficial uses.

NPDES/MS4 Permits

The CWA mandates cities in major metropolitan areas to obtain permits to "effectively prohibit non-stormwater discharges into the storm sewers" and "require controls to reduce the discharge of pollutants to the maximum extent practicable." The U.S. EPA has delegated this authority to the state of California, which has authorized the SWRCB and its local regulatory agencies, the RWQCBs, to control nonpoint source discharges to California's waterways.

The Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Section 122.26(b)(8) of title 40 of the Code of Federal Regulations (CFR) defines an MS4 as "a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains): (i) [o]wned or operated by a State, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to State law) having jurisdiction over disposal of sewage, industrial wastes, stormwater, or other wastes, including special districts under State law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved management agency under section 208 of the CWA that discharges to waters of the United States; (ii) [d]esigned or used for collecting or conveying stormwater; (iii) [w]hich is not a combined sewer; and (iv) [w]hich is not part of a Publicly Owned Treatment Works (POTW) as defined at 40 CFR 122.2." Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. These regional MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in CWA Section 402(p). The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

The project site is located within jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB regulates discharges from medium and large MS4s through the Los Angeles County, Long Beach, and Ventura County MS4 Permits. On July 23, 2021, the Los Angeles RWQCB issued *Order No. R4-2021-0105, Waste Discharge Requirements and NPDES Permit for MS4 Discharges Within the Coastal Watersheds of Los Angeles and Ventura Counties (NPDES No. CAS004004)* (Regional Phase I MS4 Permit).[10] The City of Long Beach became a co-permittee and the 85th incorporated City in Los Angeles County of the Regional Phase I MS4 Permit. The MS4 Permit regulates stormwater discharges and details the requirements for new development and significant redevelopment projects, including the selection

[10] California Regional Water Quality Control Board, Los Angeles Region, *Regional Phase I MS4 NPDES Permit, Order No. R4-2021-0105, NPDES Permit No. CAS004004, Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of the Los Angeles and Ventura Counties*, adopted July 23, 2021.

and scale of project-specific BMPs that must be constructed during project development and maintained during project operations.

Lower Los Angeles River Watershed Management Program

The Lower Los Angeles River Watershed Management Program (WMP) was developed to implement the Los Angeles RWQCB's NPDES requirements on a watershed scale. These requirements include three fundamental elements: (1) effectively prohibit non-stormwater discharges through the MS4 Permit; (2) implement controls to reduce the discharge of pollutants to the maximum extent practicable; and (3) other provisions the RWQCB has determined appropriate for the control of such pollutants. The WMP sets forth a path to achieve pollutant reductions in the waterbodies of the Lower Los Angeles River and its tributaries. The WMP includes a discussion of existing and planned watershed control measures, a Reasonable Assurance Analysis (RAA) based upon the Watershed Management Modeling System previously developed by the Los Angeles County Flood Control District (LAFCD) in collaboration with the U.S. EPA, and a Coordinated Integrated Monitoring Program (CIMP).[11] The Los Angeles RWQCB approved the most recent revisions to the WMP on February 1, 2024.[12]

LOCAL LEVEL

Low Impact Development Ordinance

Effective November 12, 2013, the City's Low Impact Development (LID) Ordinance applies to any new development or redevelopment that results in the replacement of more than 50 percent of an existing building structure, or impervious surface area, and was developed to ensure compliance with the MS4 Permit. Standard BMPs are described in the City's LID BMP Design Manual. A project's LID Plan must demonstrate compliance with the requirements for infiltration, capture and reuse, evapotranspiration, and/or treatment on-site through the use of BMPs. On-site stormwater management BMPs must be properly sized, at a minimum, to infiltrate, evapotranspire, and/or store for use any stormwater runoff leaving the site to the maximum extent feasible, or at least the volume of water produced by a 0.75-inch storm event, the 85th percentile 24-hour storm event, or the volume of annual runoff based on unit basin storage water quality volume to achieve 80 percent or more volume treatment.

City of Long Beach Stormwater Management Plan

The City of Long Beach Stormwater Management Program was created in accordance with the CWA and the Porter-Cologne Water Quality Control Act. The objectives of the program are to effectively prohibit non-stormwater discharges and to reduce the discharge of pollutants to the maximum extent practicable such that these discharges will not adversely impact the beneficial uses of receiving waters. This program contains several elements, practices, and activities aimed at reducing or eliminating

[11] Lower Los Angeles River Watershed Group, *Lower Los Angeles River Watershed Management Plan*, revised August 25, 2017.

[12] Los Angeles Regional Water Quality Control Board, *Final Approval of the Lower Los Angeles River Watershed Management Group's Watershed Management Program (WMP) Pursuant to the Regional Municipal Separate Storm Sewer System (MS4) Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for the Los Angeles Region (NPDES Permit No. Cas004004; Order No. R4-2021-0105)*, July 22, 2024.

pollutants in stormwater, including a Development Planning/Construction Program and an Illicit Connection/Illicit Discharges Elimination Program. The Stormwater and Environmental Compliance Division is responsible for monitoring the City's stormwater quality and maintaining the storm drain system. The program was developed to ensure compliance with the MS4 Permit, described above.

City of Long Beach General Plan

PUBLIC SAFETY ELEMENT

The Public Safety Element identifies flood and inundation hazards, describes disaster response operations, and provides recommendations to attain established public safety goals. The following objectives and policies are relevant to the proposed project:

Development Goals

- Goal 4: Continue to identify existing or proposed uses or activities that may pose safety hazards.
- Goal 8: Encourage development that would be most in harmony with nature and thus less vulnerable to natural disasters.

Protection Goals

- Goal 4: Effectively utilize natural or man-made landscape features to increase public protection from potential hazards.
- Goal 7: Protect the citizens against possible personal loss resulting from disaster events.

Remedial Action Goals

- Goal 2: Eliminate uses which present safety hazards.

CONSERVATION ELEMENT

The purpose of the Conservation Element is to recognize natural resources and areas of special interest in the City. The Conservation Element also serves as a guideline for promoting policies, standards, and programs essential for the economic and environmental well-being of the City. Regarding hydrology and water quality, the goals of the Conservation Element are to minimize activities that would result in detrimental effects on soils subject to erosion; and continue to monitor areas subject to siltation and deposition of soils which could have a detrimental effect upon water quality and the marine biosphere. The following goals are applicable to the project:

Water Resource Management Goals

- Goal 1: To assure adequate quantity and quality of water to meet the present and future domestic, agricultural and industrial needs of the City.
- Goal 2: To enforce existing ordinances and develop new ordinances and promote continuing research directed toward achieving the required stringent water quality standards which

regulate waste water effluent discharge to ocean waters, bays and estuaries, fresh waters and groundwater.

- Goal 5: To maintain, upgrade, and improve waste water systems and facilities serving Long Beach.

Soils Management Goals

- Goal 3: To minimize those activities which will have a critical or detrimental effect on geologically unstable areas and soils subject to erosion.
- Goal 5: To continue to monitor areas subject to siltation and deposition of soils which could have a detrimental effect upon water quality and the marine biosphere.

Long Beach Municipal Code

CHAPTER 8.96, STORMWATER AND RUNOFF POLLUTION CONTROL ORDINANCE

The purpose of this chapter is to protect and improve water quality of receiving waters by:

1. Prohibiting illicit discharges to the municipal stormwater system;
2. Eliminating illicit connections to the municipal stormwater system;
3. Eliminating spillage, dumping, and disposal of pollutant materials into the municipal stormwater system; and
4. Reducing pollutant loads in stormwater and urban runoff from land uses and activities identified in the municipal NPDES permit.

The intent of this chapter is to enhance and protect the water quality of the receiving waters of the United States in a manner that is consistent with the Clean Water Act and acts amendatory thereof or supplementary thereto; applicable implementing regulations, the MS4 Permit and any amendment, revision, or reissuance thereof.

CHAPTER 18.74, LOW IMPACT DEVELOPMENT STANDARDS

The purpose of this chapter is to require the use of LID standards in the planning and construction of development projects. LID standards promote the goal of environmental sustainability by helping improve the quality of receiving waters, protecting the Los Angeles and San Gabriel River watersheds, maintaining natural drainage paths, and protecting potable water supplies within the City. The LID objective of controlling and maintaining flow rate is addressed through land development and stormwater management techniques that imitate the natural hydrology (or movement of water) found on the site. Using site design and best management practices that allow for storage and retention, infiltration, filtering, and flowrate adjustments achieve the goals of LID, advance sustainability, and reduce the overall cost of stormwater management. The use of engineered systems, structural devices, and vegetated natural designs distributes stormwater and urban runoff across a development site maximizing the effectiveness of LID.

CHAPTER 21.42, LANDSCAPING

Section 21.42.035, *Special Requirements of Water Efficient Landscaping*, of the LBMC, pursuant to the State Water Conservation in Landscaping Act (Assembly Bill 1881), defines landscaping standards in response to ongoing drought for certain types of projects.

Section 21.42.060, *Model Water Efficient Landscaping Ordinance Requirements*, of the LBMC implements the State's MWELO. Property owners or their building or landscape designers, including anyone requiring a building or planning permit, plan check, or landscape design review from the City, are constructing a new (single-family, multi-family, public, institutional, or commercial) project with a landscape area greater than 500 square feet, or rehabilitating an existing landscape with a total landscape area greater than 2,500 square feet, shall comply with Sections 492.6(a)(3)(B), (C), (D), and (G) of the MWELO, including sections related to use of compost and mulch as delineated in this Section.

5.5.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (refer to Impact Statements HWQ-1);

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (refer to Impact Statement HWQ-4);

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 (refer to Impact Statements HWQ-1 and HWQ-2);

   ii. Substantially increase the rate or amount of surface run-off in a manner that would result in flooding on- or off-site (refer to Impact Statement HWQ-2);

   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 (refer to Impact Statement HWQ-2); or

   iv. Impede or redirect flood flows (refer to Impact Statement HWQ-2);

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (refer to Impact Statement HWQ-3); and/or

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (refer to Impact Statement HWQ-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.5.4 IMPACTS AND MITIGATION MEASURES

WATER QUALITY

HWQ-1 WOULD THE PROJECT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY OR 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 RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?

Impact Analysis:

SHORT-TERM CONSTRUCTION IMPACTS

Project-related construction activities could result in short-term impacts to water quality associated with the handling, storage, and disposal of construction materials; maintenance and operation of construction equipment; and earthmoving activities. These activities, if not controlled, could result in on- and off-site soil erosion due to stormwater run-off or during operation of mechanical equipment. Poorly maintained construction vehicles and heavy equipment leaking, including fuel, oil, antifreeze, or other vehicle-related fluids on the site, are also common sources of stormwater pollution and soil contamination.

In conformance with the NPDES program, the project would be subject to the stormwater discharge requirements of a Construction General Permit (Order 2022-0057-DWQ), including that:

- Non-stormwater discharges from construction sites are required to be eliminated or reduced to the maximum extent practicable;
- A SWPPP shall be prepared to govern project construction activities; and
- Routine inspections shall be performed of all stormwater pollution prevention measures and control practices being used at the site, including inspections before and after storm events.

The SWPPP would identify point and nonpoint sources of pollutant discharge within the project site that could adversely affect water quality in the City. The SWPPP is required to include the following, among others:

- A list of BMPs that would be used to control sediment and other pollutants in stormwater and non-stormwater runoff;
- A visual monitoring program;

- A chemical monitoring program for "nonvisible" pollutants to be implemented if there is a failure of BMPs; and
- A monitoring plan if the site discharges directly to a water body listed on the State's 303(d) list of impaired waters.

Examples of construction BMPs include soil and wind erosion controls, sediment controls, tracking controls, non-stormwater management controls; and waste management controls. Compliance with the NPDES Construction General Permit requirements would minimize short-term construction water quality impacts, consistent with the City's Stormwater Management Plan and Chapter 8.96, *Stormwater and Runoff Pollution Control Ordinance*, of the LBMC. Following adherence to these regulations, project-related construction impacts pertaining to water quality would be less than significant.

LONG-TERM OPERATIONAL IMPACTS

Development of the proposed project could result in increased urban runoff and long-term impacts to the quality of stormwater, subsequently impacting downstream water quality. To help prevent long-term impacts associated with the redevelopment of the project site, the project proposes LID BMPs in accordance with the Regional Phase I MS4 Permit that would be implemented during project design and operation to minimize stormwater pollution. The City's LID BMP Design Manual prescribes BMPs for managing and capturing stormwater runoff in the following descending priority order:

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

The LID BMP Design Manual permits projects that have demonstrated they cannot manage 100 percent of the water quality design volume on-site through infiltration, and/or capture and use BMPs, to use a high removal efficiency biofiltration/biotreatment BMP. Based on the Hydrology Study, the project was deemed infeasible for infiltration due to environmental concerns after infiltration testing and an insufficient design infiltration rate – the minimum design infiltration rate is 0.3-inch per hour (in/hr) after a safety factor has been applied, and the project design infiltration rate was calculated to be 0.1-in/hr. The project was also analyzed for harvest and reuse. However, based on the proposed development's pervious area (zero to 20 percent), and low design infiltration rate, the site would have a landscape area categorization of 3, which is deemed as infeasible for harvest and reuse. As such, the project would implement source control and water treatment devices using two proprietary biofiltration BMPs, operating in tandem for the entire drainage area.

Specifically, site grading would mimic natural flow patterns while directing flow away from the proposed industrial building. An underground storm drain system consisting of catch basins and piping would be used to convey water around the site to the southeast portion of the property towards an underground detention tank system. Flow from the roof would also travel south and north, piped and spilled to grade in the loading dock, continuing east to the water detention system. Overall, ten site drainage management areas, Drainage Management Area (DMA) 1 through DMA 10, would collect in an underground detention tank where the water is stored for treatment. Low flows would be pumped from the underground detention system into the proposed proprietary biofiltration units located in the easterly portion of the site. Treated stormwater would gravity flow back into the public storm drain running through the east side of the site. In a high flow event where the underground detention system reaches full capacity, stormwater would be pumped out of the underground system.

In the event that the high flow pump fails, the high flow event would be allowed to pond slightly to a depth of less than six inches, and would then spill out from the driveway. The flows would ultimately enter the City's public storm drain system via existing facilities along Hughes Way.

The Hydrology Study determined that, following installation of the proposed biofiltration BMPs, discharge flows from the site into the public storm drain system would decrease from 8.62 cubic feet per second (cfs) under existing conditions to 3.57 cfs under the proposed condition. The proposed biofiltration BMPs would remove pollutants from contaminated stormwater and treat it on-site to meet the water quality standards set by the Regional Phase I MS4 Permit before the water is discharged off-site into the City's municipal system. Overall, the proposed stormwater quality control measures would be adequately designed and sized to prevent pollutants from contacting stormwater runoff and/or prevent discharge of contaminated stormwater runoff to the storm drain system, consistent with the Regional Phase I MS4 Permit, the City's Stormwater Management Plan, and Chapter 8.96 of the LBMC. Further, the proposed stormwater quality control measures would be properly sized to capture and mitigate flow volume from the 85th percentile 24-hour storm event, consistent with the City's LID Ordinance and Chapter 18.74, *Low Impact Development Standards*, of the LBMC. As such, the project would not have the potential to result in the violation of water quality standards or waste discharge requirements, or otherwise substantially degrade water quality. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

DRAINAGE PATTERNS AND DRAINAGE SYSTEM CAPACITY

HWQ-2 WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE, SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUN-OFF IN A MANNER THAT WOULD RESULT IN FLOODING ON- OR OFF-SITE, EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF, OR IMPEDE OR REDIRECT FLOOD FLOWS?

Impact Analysis: Storm drains and/or stormwater conveyance systems are private and public drainage facilities that transport surface water runoff (typically in urban areas) to another location where the water is discharged to a natural drainage, water course (most likely), or treatment facility. The main purpose of the storm drain system is to properly convey and route stormwater to specially designated areas to capture and treat stormwater and reduce localized flooding or impacts on existing stormwater systems. Growth and urbanization place increased pressure on storm drain capacities. In general, increased urbanization increases the amount of impervious (paved) surfaces, thus reducing the amount of water that would normally infiltrate into the soil. Rainfall, irrigation runoff, and nuisance flows accumulate on impervious surfaces and flow downstream via the storm drain system to various outfalls that ultimately drain to local tributaries. Without proper stormwater BMPs, urban runoff is not filtered to remove trash, cleaned, or otherwise treated before it is discharged to the local tributaries.

As a result, storm drains have become an increasingly important component in managing water quality impacts in addition to reducing flooding.

The project site is relatively flat with an approximate surface elevation ranging from 28.1 feet above msl to 34.1 feet above msl. The project site is currently largely developed/disturbed. Under existing conditions, drainage within the project site generally flows southeast across the project area, with on-site runoff draining via curb and gutter onto Hughes Way, where flows then enter a catch basin into the City's public storm drain system. The current stormwater discharge rate into off-site facilities is approximately 8.62 cfs.

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

According to the Hydrology Study, development in accordance with the proposed project would increase the impervious area of the site from approximately 54.9 percent to approximately 90.4 percent. As analyzed under Impact Statements HWQ-1, and in accordance with regional and local water quality regulations, the project would implement source control and water treatment devices using two proprietary biofiltration BMPs, operating in tandem for the entire drainage area. Specifically, site grading would mimic natural flow patterns while directing flow away from the proposed industrial building. An underground storm drain system consisting of catch basins and piping would be used to convey water around the site to the southeast portion of the property towards an underground detention tank system. Flow from the roof would also travel south and north, piped and spilled to grade in the loading dock, continuing east to the water detention system. Overall, ten site drainage management areas, DMA 1 through DMA 10, would collect in an underground detention tank where the water is stored for treatment. Low flows would be pumped from the underground detention system into the proposed proprietary biofiltration units located in the easterly portion of the site. Treated stormwater would gravity flow back into the public storm drain running through the east side of the site. In a high flow event where the underground detention system reaches full capacity, stormwater would be pumped out of the underground system. In the event that the high flow pump fails, the high flow event would be allowed to pond slightly to a depth of less than six inches, and would then spill out from the driveway. The flows would ultimately enter the City's public storm drain system via an existing manhole along Hughes Way, where the storm main line transitions from a 24-inch pipe to a 36-inch pipe. The Hydrology Study determined that, following installation of the proposed BMPs, discharge flows from the site into the public storm drain system would decrease from approximately 8.62 cfs (existing pre-development) to 3.57 cfs (post-development). During a 25-year storm event, flow conditions would decrease from approximately 14.5 cfs (existing pre-development) to approximately 5.46 cfs (post-development).

Overall, with implementation of the proposed stormwater system, project development would not increase the rate or amount of stormwater runoff draining off the project site. As discussed above, the proposed stormwater management system would comply with the MS4 Permit and LBMC requirements. Post-project runoff rate would decrease compared to the pre-project rate, and as such would not exceed the City's storm drain capacities. Thus, project development would not cause flooding on- or off-site and would not exceed the capacities of existing storm drains to which project site runoff would be discharged. Further, the LID system must meet water quality-related waste discharge requirements in addition to volume requirements. Therefore, project development would not cause substantial erosion or siltation on- or off-site or contribute substantial additional sources of

polluted runoff because the on-site system would be designed to control erosion or siltation to the standards set by the MS4 Permit to ensure that project operations do not impair or contribute to impairment of the beneficial uses of surface waters. The project also would not provide substantial additional sources of polluted runoff because the biofiltration BMPs that would be part of the site's stormwater management system would remove pollutants from contaminated stormwater and treat it on-site to meet the water quality standards set by the MS4 Permit before the water is discharged off-site into the municipal system. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

FLOODING

HWQ-3 IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, WOULD THE PROJECT RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION?

Impact Analysis:

FLOOD HAZARD

The project site is located in an area with reduced flood risk due to levee (Zone X); however, the Los Angeles River is approximately 0.01-mile east of the project site, which is a special flood hazard area (Zone A).[13,14] As discussed under Impact Statement HWQ-2, the project proposes LID BMPs which would reduce stormwater flows on-site, including during a 25-year storm event, despite the proposed development increasing imperviousness on-site. As such, the project would not increase the risk of releasing pollutants due to inundation within a flood zone, and impacts would be less than significant.

SEICHE

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche that could inundate into the project area. No impacts would occur in this regard.

TSUNAMI

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The site is located more than 3.7 miles from the Pacific Ocean, and according to the California Geologic Survey, the project site is not located within or near an identified Tsunami Inundation Area.[15] Thus, development of the project would not place people or structures within a tsunami flood zone, and no impacts would occur.

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[13] Federal Emergency Management Agency, *National Flood Hazard Layer FIRMette*, https://msc.fema.gov/portal/search?AddressQuery=3800%20via%20oro%20avenue, accessed March 12, 2026.

[14] Federal Emergency Management Agency, *Flood Insurance Rate Map No. 06037C1955F*, effective September 26, 2008.

[15] California Department of Conservation, *Tsunami Hazard Area Map*, https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/, accessed March 12, 2026.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GROUNDWATER AND WATER QUALITY PLANS

HWQ-4 WOULD THE PROJECT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN, OR CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN?

Impact Analysis: The proposed project would not result in direct impacts to groundwater through groundwater extraction activities on-site, as none are proposed. According to the Hydrology Study, development in accordance with the proposed project would increase the impervious area of the site from approximately 54.9 percent to approximately 90.4 percent. However, as the site is not currently used for groundwater recharge, the proposed project would not result in impacts to groundwater on-site due to changes in impervious surfaces.

The Long Beach Public Utilities District (LBUD) is the existing water purveyor to the project site. The LBUD's *2020 Urban Water Management Plan* (UWMP) indicates that there would be sufficient water supplies, including groundwater, to meet all demands through the year 2050 during normal, single dry year, and multiple dry year hydrological conditions.[16] Based on the Utilities Memorandum prepared for the project, the project's water demand is not expected to measurably reduce LBUD's capacity, and no new or expanded water facilities would be required in order to accommodate the proposed project; refer to Appendix 11.10, *Utilities Memorandum*. Refer also to Section 5.12, *Utilities and Services Systems*, for a detailed analysis of the project's impacts related to water supply.

As discussed in Section 5.5.2, *Regulatory Setting*, the project site is located within the West Coast subbasin with no established groundwater sustainability plan. As such, the project would not have the potential to conflict with or obstruct a sustainable groundwater management plan in this regard. Overall, implementation of the project would not substantially decrease groundwater supplies, interfere substantially with groundwater recharge in a manner that would impede sustainable groundwater management or conflict with applicable basin plans. Impacts in this regard are less than significant.

As discussed in Section 5.5.2, the Los Angeles RWQCB's Basin Plan establishes water quality standards for surface runoff waters within the County. As analyzed under Impact Statements HWQ-1 and HWQ-2, following implementation of required BMPs designed in accordance with the Regional Phase I MS4 Permit and LBMC, stormwater runoff generated during long-term project operations would be adequately treated on-site prior to entering the existing storm drain system. As such, the project would not have the potential to result in violation of water quality standards or waste discharge requirements as outlined in the Basin Plan. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

[16] Kimley Horn and Associates, Inc., *3800 Via Oro Utility Report*, March 3, 2026.

Level of Significance: Less Than Significant Impact.

5.5.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis*, cumulative projects are situated in the project vicinity.

For the purposes of hydrology and water quality, cumulative impacts are considered for cumulative projects located in the same watershed (i.e., Compton Creek-Los Angeles River subwatershed) as the proposed project.

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Cumulative projects could contribute to water quality degradation in the City. Similar to the proposed project, cumulative projects would be required to mitigate specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including NPDES and MS4 permits requirements (i.e., preparing and implementing project-specific SWPPP and associated BMPs and/or LID features for planning priority projects). Upon compliance, cumulative projects would not result in the violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

As discussed under Impact Statement HWQ-1, the project would be required to prepare a SWPPP with construction-related BMPs to reduce construction-related runoff volume and pollutants. The project proposes to install sitewide LID BMPs in the form of a biofiltration drainage system, which would ensure project operations do not have long-term adverse impacts on existing drainage courses and hydrologic flows in the project area. Overall, the Hydrology Study found that implementation of the project in accordance with applicable regulations would minimize the off-site discharge of anticipated and potential pollutant runoff during construction and post-development conditions. As a result, implementation of the proposed project would not result in a substantial cumulative contribution to water quality impacts and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, 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 RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE, SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUN-OFF IN A MANNER THAT WOULD RESULT IN FLOODING ON- OR OFF-SITE, EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS, PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF, OR IMPEDE OR REDIRECT FLOOD FLOWS AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Cumulative projects could alter drainage patterns in the watershed and result in substantial erosion/siltation and/or flooding. Cumulative projects could also contribute runoff water, impact stormwater drainage systems, or generate substantial additional sources of runoff in the City. However, cumulative projects would be required to consider site-specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including the NPDES program, MS4 Permit and LBMC requirements, and FEMA guidelines. These regulations require project-specific BMP conditions, LID features, and/or on-site retention techniques, which would reduce peak flow rate and runoff volumes from the cumulative project sites. Implementation of these regulations would minimize increases in peak flow rates or runoff volumes on a project-by-project basis. As such, potential erosion/siltation and flooding would be reduced with compliance with existing federal, State, and local laws and regulations.

As discussed under Impact Statement HWQ-2, project implementation would not substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff with the mandatory compliance with applicable BMPs in accordance with the Regional Phase I MS4 Permit and the LBMC, as well as the Construction General Permit. Thus, the project would not increase runoff in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. Additionally, erosion/siltation during construction activities would be minimized with implementation of construction-related BMPs required under the NPDES program. As such, implementation of the proposed project would not result in a substantial cumulative contribution to erosion, siltation, or flooding on- or off-site. Further, project implementation (with proposed underground detention feature) would not exceed the peak flow rates or runoff volumes of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. As such, implementation of the proposed project would not result in a substantial cumulative contribution to runoff which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts in this regard would be less than significant and the project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Similar to the proposed project, cumulative projects in the project area would not be located within dam inundation, seiche, or tsunami hazard zones. Cumulative projects within proximity to the Los Angeles River or within a flood hazard zone could increase risks of pollution release due to inundation. However, cumulative projects would be required to consider specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including the NPDES program, MS4 Permit and LBMC requirements, and FEMA guidelines. These regulations would reduce the risk of pollutants being released due to inundation in a flood hazard zone and ensure that waste discharge requirements are not violated.

The project site is not located within a flood hazard zone.[17] As detailed under Impact Statement HWQ-3, the proposed project proposes LID BMPs which would reduce stormwater flows on-site, including during a 25-year storm event, despite the proposed development increasing imperviousness on-site. Additionally, the proposed LID BMPs would remove pollutants from contaminated stormwater and treat them on-site to meet the water quality standards set by the MS4 Permit before the water is discharged off-site into the municipal system. As such, the project would not increase the risk of releasing pollutants due to inundation within a flood zone; impacts would be less than significant, and the project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN, OR CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Similar to the proposed project, cumulative projects in the project area are located within urbanized areas of the City. Cumulative projects could result in increased demands on water supply and could increase impervious surfaces, reducing the amount of surface water to percolate into the groundwater. Projects would be required to comply with existing State and local regulations pertaining to stormwater BMPs on a case-by-case basis, such as providing permeable surfaces, infiltration systems, etc. Similar to the proposed project, cumulative projects in the project area are located within the West Coast subbasin with no groundwater sustainability plan. As such, cumulative projects would not conflict with or obstruct a sustainable groundwater management plan in this

[17] Federal Emergency Management Agency, *National Flood Hazard Layer FIRMette*, https://msc.fema.gov/portal/search?AddressQuery=3800%20via%20oro%20avenue, accessed March 12, 2026.

regard. Cumulative development would be required to comply with existing State and local laws and regulations, including applicable LID requirements on a project-by-project basis.

As detailed under Impact Statement HWQ-4, the proposed project would not result in direct impacts to groundwater through groundwater extraction activities. Further, while development would increase impervious surfaces at the project site, the site is not currently used for groundwater recharge, and thus, the proposed project would not result in indirect impacts to groundwater supply on-site. Further, there is sufficient water supply available for the area, including the project's demands. As such, the project would not have to potential to result in cumulatively considerable impact with regards to substantially decreasing groundwater supplies, interfering substantially with groundwater recharge in a manner that would impede sustainable groundwater management of the West Coast subbasin, or conflict with the *Groundwater Basins Master Plan*. Impacts in this regard would be less than significant, and the project would not result in cumulatively considerable impacts in this regard.

The project would be required to incorporate applicable LID BMPs in accordance with LA Regional Phase I MS4 Permit and the LBMC to ensure that stormwater runoff generated during long-term project operations would be adequately treated on-site prior to entering the existing storm drain system. As such, the project would not have the potential to result in cumulatively considerable impacts with regard to conflicting with water quality standards or waste discharge requirements as outlined in the Basin Plan. Impacts in this regard would be less than significant, and the project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to hydrology and water quality have been identified.

5.6 Hazards and Hazardous Materials

5.6 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential for the proposed project to expose the public to hazards, hazardous materials, or risk of upset that may be related to existing conditions or new hazards created as a result of the project. This section is primarily based upon available online databases maintained by the State Water Resources Control Board (SWRCB) (GeoTracker) and the Department of Toxic Substances Control (DTSC) (EnviroStor), as well as the following technical study; refer to Appendix 11.5, *Phase I ESA*:

- *Phase I Environmental Site Assessment, 3800 Via Oro Avenue, Long Beach, California* (Phase I ESA), prepared by Roux Associates, Inc. (Roux), dated December 12, 2024.

For the purposes of this analysis, the term "hazardous material" refers to both hazardous substances and hazardous waste. A material is defined as "hazardous" if it appears on a list of hazardous materials prepared by a federal, tribal, State, or local regulatory agency, or if it possesses characteristics defined as "hazardous" by such an agency. A "hazardous waste" is a solid waste that exhibits toxic or hazardous characteristics (i.e., ignitability, corrosivity, reactivity, and/or toxicity).

5.6.1 EXISTING SETTING

FORMER AND EXISTING ON-SITE USES

The project site was undeveloped land from approximately 1896 to 1924, agricultural land from approximately 1928 to 1977, and graded for development by 1981. By 1989, the southwestern corner of the site was paved and the current building and associated improvements were developed in the western portion of the site by 1995, along with three portable buildings in the eastern portion by 2002. Solar panels were constructed in the eastern portion of the site by 2016 but were removed in June 2025. One of the three portable buildings in the eastern portion of the site was removed in 2005, with the two remaining buildings removed by 2020.

The current television broadcasting facility is operated by the California Broadcast Center. The interior of the main building consists of office space and a large warehouse containing servers. According to the Phase I ESA, there are 18 satellite dishes to the south of the main building, and three 12,000-gallon diesel aboveground storage tanks (ASTs) for emergency generators to the east of the main building.

The following describes specific former and existing development/operations at the project site that involve the handling, storage, use, or transport of hazardous materials.

Former Agricultural Activities

Agricultural land use, with the exception of dry farming, is typically associated with the use of pesticides, herbicides, and fertilizers. As such, sites previously used for agricultural purposes have the potential to contain pesticide residues of certain persistence as well as arsenic in soil at concentrations that are considered to be hazardous. Commonly used pesticides prior to 1973 include dichlorodiphenyldichloroethane (DDD), dichlorodiphenyltrichloroethane (DDT), and dichlorodiphenyldichloroethylene (DDE), all of which are of certain persistence in soil.

According to the Phase I ESA, the project site was used for agricultural purposes between 1928 and 1977. As determined by Roux, features of the former agricultural practice appear to be characteristic of a homestead with possible grazeland or hay harvesting. These types of agriculture do not typically involve the intensive use of chemicals such as pesticides, herbicides, and fertilizers that may be associated with cultivation of orchards or certain row crops. In addition, the project site was graded after agricultural land use by 1981. Therefore, the Phase I ESA determined that the former agricultural use does not have the potential to result in the presence of hazardous substances or petroleum products in, on, or at the project site due to a release or likely release to the environment, and does not represent a recognized environmental concern (REC) as defined under by American Society for Testing and Materials (ASTM) E1527-21.[1]

Oil Field/Methane Zone

According to the Phase I ESA, the eastern portion of the project site is mapped within the Long Beach Oil Field; however, no oil wells have been identified on the project site. Two oil wells are plotted within 1,000 feet of the project site; Conoco Inc. Well #1 (API 0403709672) is located approximately 275 feet northeast of the project site within the adjoining manufacturing warehouse, and Hilo-Northwest Extension Well #1 (API 0403709975) is located approximately 490 feet northeast of the project site. Both wells have been listed as plugged and abandoned. It should be noted that if any idle oil wells are located within 100 feet of the project site, the project would be subject to requirements under LBMC Chapter 18.78, *Construction in the Vicinity of Abandoned Oil Wells*.

According to the Phase I ESA, the entire project site is located within a methane gas mitigation zone.

There is no existing evidence suggesting former oil production was conducted on the project site. Additionally, there are no oil wells located within 100 feet of the project site. As such, it is unlikely that the project's location within an existing mapped oil field and methane zone would have the potential to result in a release or likely release of methane and/or hydrogen sulfide gas to the subsurface soil gas; the Phase I ESA did not identify the project's location within a mapped oil field and methane zone as an REC.

Existing Television Broadcasting Facility

According to the Phase I ESA, the current television broadcasting facility stores, handles, and transports hazardous materials. The project site has been operating as a television broadcasting facility

since 1995, with the main building developed in the western portion of the project site between 1989 and 1995 and solar panels constructed in the eastern portion by 2016 (removed in June 2025). Exhibit

[1] The American Society for Testing and Materials (ASTM) E1527 standard provides commercial and customary guidelines for conducting Environmental Site Assessments (ESAs) concerning contaminants covered by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). The latest standard (ASTM E1527-21) defines a Recognized Environmental Condition (REC) as: "(T)he presence of hazardous substances or petroleum products in, on, or at the Subject Property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on or at the Subject Property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on or at the Subject Property under conditions that pose a material threat of a future release to the environment. A de minimis condition is not a recognized environmental condition."

5.6-1, *On-Site Environmental Features*, identifies the locations of on-site environmental features discussed below.

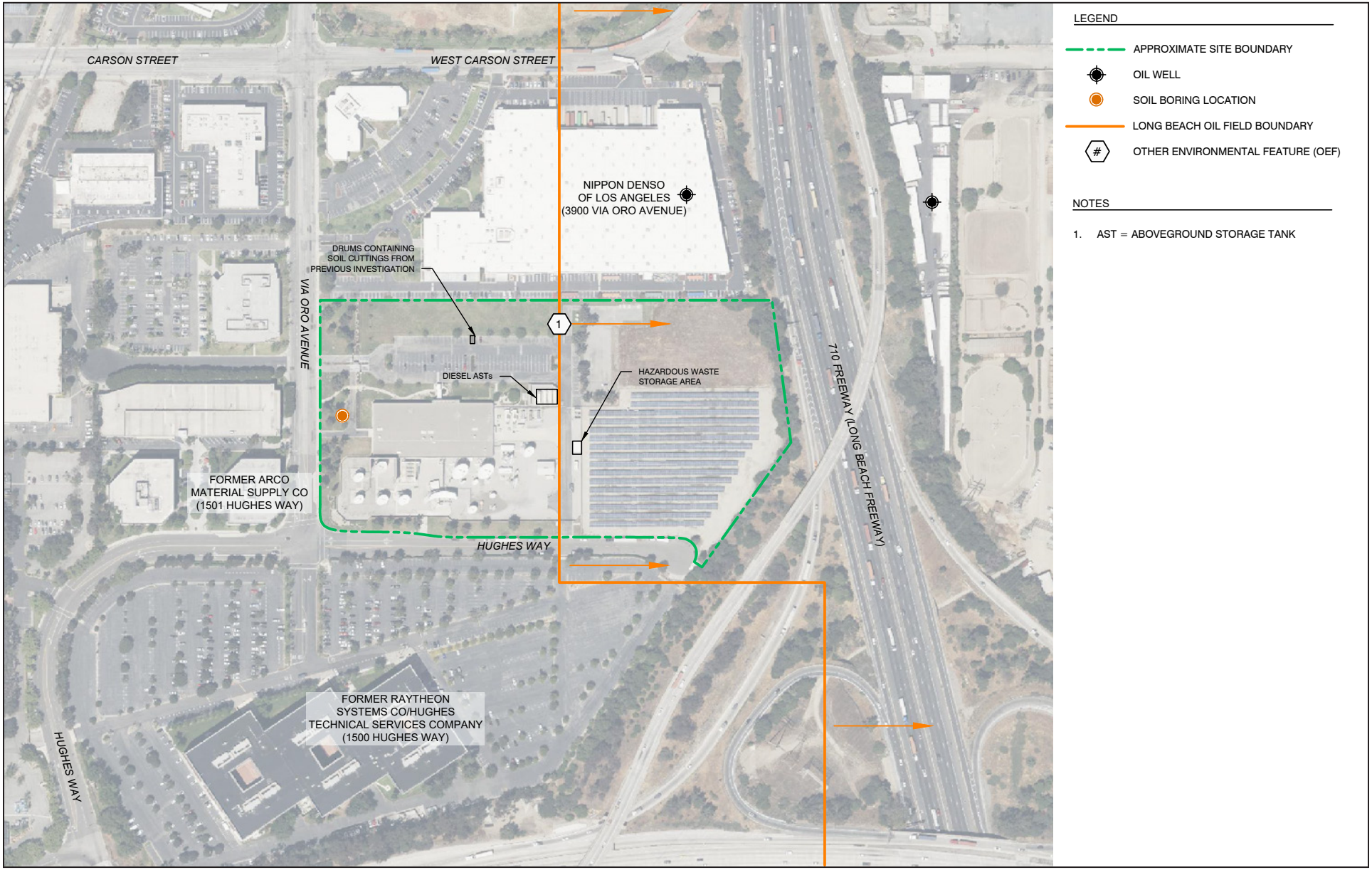
Aboveground Storage Tanks. According to the Phase I ESA, three double-walled, 12,000-gallon diesel aboveground storage tanks (ASTs) are located east of the main building (adjacent to and associated with three diesel emergency generators); refer to Exhibit 5.6-1. There was no corrosion, staining, or indication of a release observed during the site reconnaissance. Based on available records, these ASTs were installed in 1989 and are currently active. The records do not indicate any previous releases from the ASTs. As such, the Phase I ESA concluded that a release of hazardous substances or materials and/or petroleum products from the on-site ASTs into surface soils was unlikely, and the presence of the ASTs is not considered a REC.

Hazardous Waste Storage Area. A search of State and federal environmental databases conducted as part of the Phase I ESA indicate that the television broadcasting facility is listed on the DTSC database for transporting over 55,000 pounds of electronic waste from 2016 to 2022, including small and large electronics, printers, cellular and telephones, satellite dishes, cathode ray tube (CRT) devices, radios, computers, and consumer electronic devices, to multiple waste handlers for disposal, recycling, and recovery. Further, the facility was listed under the California EPA (CalEPA) online database under the California Environmental Reporting Systems (CERS) (Program ID 10617718). Hazardous materials stored on-site included an estimated 5,000 to 9,999 pounds of electronic waste, 12 to 59 gallons of propane, 1,200 to 2,999 gallons of lead acid batteries, 12,000 to 59,999 gallons of diesel fuel no. 2, and 0 to 2,599 cubic feet of chlorodifluoromethane.

According to the Phase I ESA, a temporary hazardous waste storage area is located east of the ASTs, adjacent to the area previously developed with solar panels; refer to Exhibit 5.6-1. As detailed above, hazardous wastes on-site primarily include batteries and electronic waste (e-waste), which are stored in the temporary hazardous waste storage area. During the site reconnaissance, no indications of hazardous materials released to soils were observed from the temporary hazardous waste storage area. Additionally, records did not indicate any previous releases on-site. As such, the Phase I ESA concluded that the temporary hazardous waste storage area does not pose a potential threat of future release to the environment and its presence on-site is not considered a REC.

Soils From Previous Investigations. According to the Phase I ESA, the western and northern parking areas had evidence of previous investigations in the form of patched soil borings, drums of soil cuttings, and subsurface utility markings (as shown in Photographs 1, and 16-17 in Phase I ESA Appendix G, *Photographic Log*); refer to Exhibit 5.6-1. During the site reconnaissance, three 55-gallon metal drums were observed in the northern parking area beyond the building's main entrance. The drum labels indicated that they contained soil cuttings from soil borings. Additionally, Roux observed two plastic drums south of the ASTs. The drums lacked labeling or additional indication of their contents but were relatively light in weight and may be associated with spill kits. None of the drums appeared damaged, and there was no indication of a release.

During the site reconnaissance, no indications of releases from the drums to soils were observed. As such, the Phase I ESA concluded that a release of hazardous substances or materials and/or petroleum products from these drums into the surface soils was unlikely, and the presence of these drums is not considered a REC.



Source: Roux Associates, Inc., December 2024

Michael Baker INTERNATIONAL

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3800 VIA ORO PROJECT
ENVIRONMENTAL IMPACT REPORT

On-Site Environmental Features

Exhibit 5.6-1

Polychlorinated Biphenyls (PCBs). Polychlorinated biphenyls (PCBs) were domestically manufactured from 1929 until fabrication was banned in 1979 by the Toxic Substances Control Act (TSCA), with some products and processes excluded from the ban by regulation. PCBs were used extensively as coolants in hydraulic systems and as dielectric fluids in electrical equipment as well as many other applications. However, PCBs may still be present in products and materials produced before 1979 (including oil used in motors and hydraulic systems) or in excluded manufacturing processes, as defined in the California Code of Federal Regulations (CFR) Title 40 Part 761.3 (40 CFR 761.3), and can still be released into the environment, where they do not readily break down. PCBs have been identified as probable human carcinogens and cause a variety of noncancer health effects as well.

According to the Phase I ESA, four pad-mounted transformers are located east of the main building. There was no corrosion, staining, or indication of a release observed in this area during the site reconnaissance. As such, the Phase I ESA determined that a release of hazardous substances or materials (i.e., PCBs) from these transformers into the surface soils was unlikely, and the transformers are not considered a REC.

Demolition Materials. Structures constructed between the 1940s and the 1970s may be associated with hazardous building materials (e.g., asbestos-containing material [ACM], lead-based paint [LBP], polychlorinated biphenyls [PCBs], and mercury).

Based on the age of the on-site structures (constructed between 1989 and 1995), ACMs, LBPs, and PCBs are unlikely to be present on-site. As such, the Phase I ESA determined that demolition of on-site structures would not represent a REC. Nonetheless, mercury (from mercury-containing thermostats and older electrical switches) could be present in demolition materials as mercury was not banned or phased out of construction until around 2004 to 2009.

Potential Underground Storage Tanks. According to the Phase I ESA, the project site is listed under "Calif. Broadcast Center (6M D/W Xerxes)" for a "1T" dual-walled underground storage tank (UST) on the UST database, with no additional information. Based on research conducted in the Phase I ESA, records concerning a UST are not included in the Long Beach Fire Department files (refer to the Phase I ESA Section 3.4.6, *City of Long Beach Fire Department [LBFD]*). In addition, indications of a UST were not observed during the site reconnaissance. Therefore, the Phase I ESA determined that the listing of a UST on-site may have been erroneous, and the UST record is not identified as a REC.

FORMER AND EXISTING OFF-SITE USES

According to the Phase I ESA, there were several adjoining and nearby properties of potential environmental concern. Specifically, adjoining properties to the north, south, and west of the site were listed on regulatory databases; refer to Exhibit 5.6-1. However, based on the lack of reported releases, the Phase I ESA determined that these former and existing off-site uses do not have the potential to negatively impact soil, soil gas, and/or groundwater at the project site, and are not recognized as a REC. Refer to the Phase I ESA Section 7.1.2, *Adjoining and Nearby Properties,* for a detailed discussion in this regard.

SCHOOL SITES

The Rancho Dominguez Preparatory School, located at 4110 Santa Fe Avenue, is the only school located within a 0.25-mile radius of the project site. The distance from the Rancho Dominguez Preparatory School property line to the project site's property line is 920 feet (0.18-mile), with school parking lots being closest to the project site. School sports fields are slightly farther, at 1,050 feet (0.20-

mile) from the project site, followed by occupiable classroom buildings, at 1,390 feet (0.26-mile) from the project site. The Dominguez Elementary School located at 21250 South Santa Fe Avenue in the City of Carson (approximately 0.38-mile to the northwest) is just outside of the 0.25-mile radius of the site. Both schools are within the Los Angeles Unified School District (LAUSD).

5.6.2 REGULATORY SETTING

FEDERAL LEVEL

According to the U.S. Environmental Protection Agency (EPA), a "hazardous" waste is defined as one "which because of its quantity, concentrations, or physiochemical or infectious properties, may either increase mortality or produce irreversible or incapacitating illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed" (U.S. Public Health and Welfare Code Section 6903). Special handling and management are required for materials and wastes that exhibit hazardous properties. Treatment, storage, transport, and disposal of these materials are highly regulated at both the federal and state levels. The federal and State laws provide the "cradle to grave" regulation of hazardous wastes. Businesses, institutions, and other entities that generate hazardous waste are required to identify and track their hazardous waste from the point of generation until it is recycled, reused, or disposed of. Compliance with federal and State hazardous materials laws and regulations minimizes the potential risks to the public presented by these potential hazards.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) is the principal federal law that regulates generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The primary responsibility for implementing RCRA is assigned to the EPA's DTSC, although individual states are encouraged to seek authorization to implement some or all RCRA provisions.

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) is a law developed to protect the water, air, and soil resources from the risks created by past chemical disposal practices. This law is also referred to as the Superfund Act and regulates sites on the National Priority List, which are called Superfund sites.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property." In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting federal, State, and local regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The HMTUSA statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

Emergency Planning and Community Right-To-Know Act

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation may be cited as the "Emergency Planning and community Right-to-Know Act of 1986" (EPCRA). The EPCRA required the establishment of state commissions, planning districts, and local committees to facilitate the preparation and implementation of emergency plans. Under the requirements, local emergency planning committees are responsible for developing a plan for preparing for and responding to a chemical emergency, including:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting drills to test the plan.

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The goal of the plan is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or man-made emergencies.

Another purpose of the EPCRA is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report to state and local agencies the location and quantities of chemicals stored on-site. Under section 313 of EPCRA, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The EPA maintains the Toxic Release Inventory database that documents the information that regulated facilities are required to report annually.

National Emission Standards for Hazardous Air Pollutants

The National Emission Standards for Hazardous Air Pollutants (NESHAP) are stationary source standards for hazardous air pollutants established by the EPA. Hazardous air pollutants (HAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. Sources subject to NESHAPs are required to perform an initial performance test to demonstrate compliance. To demonstrate continuous compliance, sources are generally required to monitor control device operating parameters which are established during the initial performance test. Sources may also be required to install and operate continuous emission monitors to demonstrate compliance.

STATE LEVEL

The EPA and the DTSC have developed and continue to update lists of hazardous wastes subject to regulation. In addition to the EPA and DTSC, the Los Angeles RWQCB, is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. Other State agencies involved in hazardous materials management include the Office of Emergency Services, California Department of Transportation (Caltrans), California Highway Patrol, Air Resources Board (ARB), and the California Integrated Waste Management Board (CalRecycle).

Hazardous Materials Release Notification

Many State statutes require emergency notification of a hazardous chemical release:

- California Health and Safety Codes Sections 25270.8, and 25507;
- Vehicle Code Section 23112.5;
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161);
- Government Code Sections 51018, 8670.25.5 (a);
- Water Codes Sections 13271, 13272; and
- California Labor Code Section 6409.1 (b)10.

Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, all releases that result in injuries or harmful exposure to workers must be immediately reported to the California Occupational Safety and Health Administration pursuant to the California Labor Code Section 6409.1(b).

Hazardous Materials Disclosure Programs

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs, which include: Hazardous Materials Release Response Plans and Inventories (business plans), the California Accidental Release Prevention (CalARP) Program, the UST Program, and the Aboveground Petroleum Storage Tank (APST) Program. The Unified Program is implemented at the local government level (City of Long Beach) by Certified Unified Program Agencies (CUPA).

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) program was implemented on January 1, 1997, in response to Senate Bill 1889 and replaced the California Risk Management and Prevention Program. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. This requirement is coupled with the requirements for preparation of hazardous materials business plans under the Unified Program, implemented by the CUPA.

Transportation of Hazardous Materials/Wastes

Transportation of hazardous materials/wastes is regulated by the California Code of Regulations (CCR) Title 26. The U.S. Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and routing) and enforces federal and State regulations and responds to hazardous materials transportation emergencies along with the California Highway Patrol. Emergency responses are coordinated as necessary between federal, State, and local governmental authorities and private persons through a State-mandated Emergency Management Plan.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. Cal/OSHA is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

Department of Toxic Substances Control

The responsibility for implementation of RCRA was given to DTSC in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by EPA are called "non-RCRA hazardous wastes."

REGIONAL LEVEL

Los Angeles Regional Water Quality Control Board

The Los Angeles RWQCB is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. The Site Cleanup Program (SCP) regulates and oversees the investigation and cleanup of 'non-federally owned' sites where recent or historical unauthorized releases of pollutants to the environment, including soil, groundwater, surface water, and sediment, have occurred. Sites in the program are varied and include, but are not limited to, pesticide and fertilizer facilities, rail yards, ports, equipment supply facilities, metals facilities, industrial manufacturing and maintenance sites, dry cleaners, bulk transfer facilities, refineries, and some brownfields. These releases are generally not from strictly petroleum USTs. The types of pollutants encountered at the sites are plentiful and diverse and include solvents, pesticides, heavy metals, and fuel constituents to name a few.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) works with the California Air Resources Board and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The SCAQMD establishes permitting requirements, inspects emission sources, and enforces measures through educational programs and/or fines. SCAQMD Rule 1403

governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of ACM. The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and cleanup procedures, and storage and disposal requirements for asbestos-containing waste materials. Rule 1166 governs the emission of volatile organic compounds (VOCs) from excavating, grading, handling, and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. The requirements for excavating a UST, transfer pipe, or VOC-contaminated soils include operating pursuant to an approved mitigation plan, notification, VOC monitoring, and procedure for handling and transporting contaminated soils. Rule 1401 governs any new, modified, or relocation of permit units (article, machine, equipment, or facility) that emit toxic air contaminants. The rule establishes allowable risks (maximum individual cancer risk, cancer burden, and noncancer acute and chronic hazard index) from operating permit units. Regulation 13 (Rules 1300 – 1325) establishes pre-construction review requirements for the installation or modification of a source facility (i.e., power plant, engine, equipment) of nonattainment air contaminant, ozone-depleting compounds (ODCs), or ammonia.

LOCAL LEVEL

Long Beach Certified Unified Program Agency

The Long Beach Certified Unified Program Agency (CUPA), in effect since July 1, 1997, is the local agency certified by CalEPA to implement and enforce six State hazardous waste and hazardous materials regulatory management programs. The Unified Program consolidates the administration, permitting, inspection, and emergency management of the following programs:

- Hazardous Waste Generator;
- Hazardous Waste Treatment (Tiered Permitting);
- California Accidental Release Prevention (CALARP);
- Hazardous Material Business Plan (HMBP);
- Aboveground Petroleum Storage Act (APSA); and
- Underground Storage Tank (UST).

Long Beach CUPA is comprised of two bureaus, including the Long Beach Department of Health and Human Services, Bureau of Environmental Health and the Long Beach Fire Department, Bureau of Fire Prevention.

City of Long Beach General Plan

PUBLIC SAFETY ELEMENT

The General Plan Public Safety Element, adopted in May 1975, contains goals, strategies, and policies related to hazards and hazardous waste. The following Public Safety Element goals and associated strategies are applicable to the proposed project:

Management Goals

- Goal 1: Develop mechanisms for implementing improved safety considerations.
- Goal 2: Coordinate and cooperate with other political jurisdictions in implementing safety and disaster programs.
- Goal 3: Continue to coordinate safety matters throughout the City and introduce methods of insuring improved safety.
- Goal 4: Promote cooperation of the private sector in upgrading safety precautions.
- Goal 5: Establish safety guidelines to evaluate all potential safety hazards and mitigate existing problems.

Development Goals

- Goal 1: Promote the redevelopment of areas, which may present safety problems.
- Goal 2: Utilize safety considerations, as a means of encouraging and enhancing desired land use patterns.
- Goal 3: Provide an urban environment, which is as safe from all types of hazards as possible.
- Goal 4: Continue to identify existing or proposed uses or activities that may pose safety hazards.
- Goal 5: Use physical planning as a means of achieving greater degrees of protection from safety hazards.
- Goal 6: Encourage transportation systems, utilities, industries, and similar uses to locate and operate in a manner consistent with public safety goals.
- Goal 7: Assure continued safe accessibility to all urban land uses throughout the City.
- Goal 8: Encourage development that would be most in harmony with nature and thus less vulnerable to natural disasters.
- Goal 9: Encourage development that would augment efforts of other safety-related Departments of the City (i.e. design for adequate access for firefighting equipment and police surveillance).
- Goal 10: Strive to encourage urbanizations patterns, which preserve and/or create greater safety for residents and visitors.
- Goal 11: Critically evaluate proposed public or private actions, which may pose safety hazards to residents or visitors.

Protection Goals

- Goal 1: Use safety precautions as one means of preventing blight and deterioration.

- Goal 2: Protect existing land uses from the intrusion of safety hazards.
- Goal 3: Reduce public exposure to safety hazards.
- Goal 4: Effectively utilize natural or man-made landscape features to increase public protection from potential hazards.
- Goal 5: Reduce the potential adverse economic, environmental, and social conditions, which could result from a major disaster.
- Goal 6: Assure continued economic stability and growth minimizing potential safety hazards.
- Goal 7: Protect the citizens against possible personal loss resulting from disaster events.
- Goal 8: Assure continued safety measures for the preservation of property values.
- Goal 9: Continue to inform the public of potential safety hazards and what to do in times of emergencies.
- Goal 10: Provide the maximum feasible level of public safety protection services.

Long Beach Municipal Code

The LBMC consists of all the regulatory and penal ordinances and certain of the administrative ordinances of the City. The following sections of the LBMC address hazards and hazardous materials:

CHAPTER 8.27, COMMUNITY LEAD HAZARD CONTROL/ABATEMENT

Chapter 8.27 deals with the removal of lead hazards from any dwelling, dwelling unit, hotel, motel, guest room, childcare facility, institution, yard, soil, or any premises or areas inhabited or frequented by children. In accordance with this chapter, the property owner or responsible party shall be responsible for the removal or the control of any lead hazard. The extent of the removal or the control of the lead hazard shall be determined by the City Health Officer or his/her representative and completed in accordance with approved State or federal methods.

CHAPTER 8.85, UNDERGROUND AND ABOVEGROUND STORAGE TANKS.

Chapter 8.27 designates the Long Beach CUPA as the Unified Program Agency for purposes of enforcing and assumes responsibility for the regulation of the underground storage of hazardous substances within Long Beach, and as the local agency enforcing the Aboveground Petroleum Storage Act requirements under State law.

CHAPTER 8.86, HAZARDOUS MATERIALS RELEASE RESPONSE PLANS AND INVENTORY

Chapter 8.86 details the administration of Hazardous Materials Release Response Plans and Inventory, and delegates the Long Beach CUPA as the administering agency for enforcement and regulation. This Chapter also grants authority to the Long Beach CUPA to collect fees for violations related to Hazardous Materials Release Response Plans and Inventory.

CHAPTER 8.87, HAZARDOUS WASTE CONTROL

Chapter 8.87 designates the Long Beach CUPA as the administering agency for enforcement and regulation of hazardous waste. This chapter also grants authority to the Long Beach CUPA to collect fees for violations related to Hazardous Waste Control.

CHAPTER 8.88, HAZARDOUS MATERIALS – CLEANUP

Chapter 8.88 requires compliance with the hazardous waste control laws and implementation of proper cleanup methods and procedures for spills of hazardous materials. When a hazardous material spill has occurred, the spill is characterized and the property owner, applicant or other responsible party shall clean up the spill by complying with the remediation requirements of this chapter.

CHAPTER 18.79, METHANE GAS MITIGATION

Chapter 18.79 sets forth minimum requirements for the control of methane gas intrusion emanating from geologic formations. This chapter governs methane gas mitigation systems for all buildings and structures by requiring methane gas system submittal documents for any project with a methane gas mitigation system; requiring methane gas mitigation inspection and plans examination fees; and requiring methane gas mitigation inspections for any project with a methane gas mitigation system. As outlined in Section 18.79.040, *Applicability*, the methane gas mitigation requirements of Chapter 18.79 is required for all development projects, unless exempted by Section 18.79.050, located in the following areas:

A. All areas overlying petroleum-bearing formations and within the limits of a petroleum reservoir's boundary, as mapped by the State Geological Energy Management Division (CALGEM, or any successor agency). Properties or parcels which partially fall into the areas described herein are fully subject to the methane gas mitigation measures required by this Chapter, for the entire property.

B. All areas three hundred (300) feet or less from any active oil or gas well, or one hundred (100) feet or less from any idle and/or abandoned oil or gas well.

C. All areas one thousand (1,000) feet or less from the refuse footprint of any existing or new landfill or disposal site.

D. Where the building official determines a significant hazard exists from methane gas intrusion at any location within the City, the Building Official is authorized to enforce the requirements of Chapter 18.79 as required to prevent a potential fire or explosion due to methane gas concentrations.

As stated above, the eastern portion of the project site is mapped within the Long Beach Oil Field and the entire project site is located within a City-designated methane gas mitigation zone. Therefore, the project would be required to implement methane gas mitigation requirements in accordance with LBMC Chapter 18.79.

5.6.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Section 8.0, *Effects Found Not To Be Significant*);

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (refer to Impact Statement HAZ-1);

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Impact Statement HAZ-2);

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 (refer to Section 8.0, *Effects Found Not To Be Significant*);

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 (refer to Section 8.0, *Effects Found Not To Be Significant*);

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Section 8.0, *Effects Found Not To Be Significant*); and

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.6.4 IMPACTS AND MITIGATION MEASURES

ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

HAZ-1 WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?

Impact Analysis: One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, in

addition to any toxic fumes that might be generated. Human exposure to contaminated soil or water can have potential health effects based on a variety of factors, such as the nature of the contaminant and the degree of exposure.

CONSTRUCTION

Construction Equipment

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and federal law. As such, impacts in this regard would be less than significant.

Construction Activities

Proposed demolition and grading activities could also result in the accidental release of hazardous materials into the environment. The following analysis considers current and past uses of the project site and its vicinity, which may have resulted in on-site hazardous conditions that could cause accidental release of hazardous materials to the environment during site disturbance activities.

Building Demolition

As discussed above, based on the age of the on-site structures (constructed between 1989 and 1995), ACMs, LBPs, or PCBs are unlikely to be present. As such, the Phase I ESA determined that demolition of on-site structures would not represent a REC. Nonetheless, mercury (from mercury-containing thermostats and older electrical switches) could be present in demolition materials as mercury was not banned or phased out of construction until around 2004 to 2009.

Removal, demolition, and disposal of any of the ACMs, LBPs, PCBs, and/or mercury would be conducted in compliance with existing California environmental regulations and policies such as CCR Title 22 Division 4.5 (Hazardous Waste Management), CCR Title 8 Section 1529 (Asbestos), CCR Title 8 Section 1532.1 (Lead in Construction), 40 CFR Part 761 (PCB Regulations), among others. In addition, sampling near current and/or former buildings shall be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual. Upon compliance with aforementioned State and federal regulations, impacts in this regard would be less than significant.

Potentially Hazardous Fill Materials

As discussed in Section 3.5, *Demolition, Grading, and Construction*, soils would be balanced on-site; there would be no anticipated import of soil. As such, no impact would occur in this regard.

Potential Soil Contamination from Former Agricultural Activities

As discussed in Section 5.6.1, the Phase I ESA determined that the former agricultural use does not have the potential to result in the presence of hazardous substances or petroleum products in, on, or at the project site due to a release or likely release to the environment, and does not represent a REC. As such, it is unlikely that construction workers would be exposed to soils with elevated concentrations

of pesticides, herbicides, and fertilizers such as DDD, DDT, and DDE as a result of the former agricultural use on-site. No impact would occur in this regard.

Potential Soil Gas/Groundwater Contamination from Oil Field/Methane Gas Zone

As detailed above, the eastern portion of the project site is mapped within the Long Beach Oil Field and the entire project site is located within a City-designated methane gas mitigation zone. As there is no existing evidence suggesting former oil production was conducted on the project site, the Phase I ESA determined that the project's location within a mapped oil field and methane gas mitigation zone would not having the potential to result in a release or likely release of methane and/or hydrogen sulfide gas to the subsurface soil gas, and does not represent a REC. Nonetheless, as the site is located within a City-designated methane gas mitigation zone, proposed ground-disturbance during project construction could expose construction workers to soil gas contamination.

Pursuant to the LBMC Chapter 18.79, all development projects located in areas overlying petroleum-bearing formations and within the limits of a petroleum reservoir's boundary (including properties or parcels which partially fall into the areas described herein) as mapped by CALGEM, or any successor agency, are subject to the methane gas mitigation measures in LBMC Chapter 18.79, for the entire property. LBMC Chapter 18.79 is further clarified on the City's IB-055 Bulletin.[2] Accordingly, the project Applicant is required to retain a qualified professional to conduct a soil gas investigation during the project entitlement/pre-plan check submittal phase. The qualified professional should be a California Registered Professional Civil Engineer, Petroleum Engineer, or Geologist. The qualified professional is required to conduct the investigation in accordance with general engineering practices and complete the City's Certificate of Compliance for Methane Test Data, which certifies site methane gas testing as well as the detected concentration and pressure of methane gas on the site.

To address the potential for construction workers to be exposed to vapor intrusion, the project would be required to implement Mitigation Measure HAZ-1. In accordance with Mitigation Measure HAZ-1, if the soil gas investigation conducted per LBMC Chapter 18.79 finds that on-site soil/soil gas have been contaminated, construction contractors working on-site would be required to be certified in Cal/OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training program for the purposes of handling potential contaminated media during construction activities. The trained contractors would be required to employ engineering controls and best management practices (BMPs) to minimize human exposure to potential contaminants and potential negative effects from an accidental release to groundwater and soils. Upon mandatory compliance with LBMC Chapter 18.79 and implementation of Mitigation Measure HAZ-1, risks for exposing construction workers to contaminated soil gas during project construction would be reduced to less than significant levels.

As detailed in Section 5.4, *Geology and Soils*, recent measurements of groundwater in the project area show levels ranging from approximately 17 to 26.9 bgs, while historically, the groundwater table ranged from approximately 20 to 30 feet bgs; refer to Appendix 11.3, *Geotechnical Investigation*. Proposed maximum depth of excavation for the project is approximately 12.5 feet below ground surface. As

[2] City of Long Beach, *Information Bulletin IB-055 (BU-055), Methane Gas Mitigation*, effective September 1, 2021 and revised October 6, 2023.

such, the project would not expose construction workers to groundwater, which could potentially be contaminated with dissolved methane gas. No impact would occur in this regard.

Potential Soil Contamination from Existing Television Broadcasting Facility

As detailed above, the Phase I ESA determined that the on-site features associated with the existing television broadcasting facility (i.e., ASTs, hazardous materials storage area, drums of soil cuttings) are not considered RECs and have not contaminated on-site soils. Nonetheless, project construction would require the removal of the ASTs, demolition of the temporary hazardous waste storage area, and removal of drums of soil cuttings from previous investigations. Therefore, project construction would disturb these on-site areas with existing hazardous materials and could result in the release of hazardous substances/materials and/or petroleum products.

Facilities that have cumulative aboveground storage capacities of petroleum products at or exceeding 1,320 gallons are subject to the Aboveground Petroleum Storage Act (APSA). The purpose of the APSA program is to protect public health and the environment from potential contamination or adverse effects associated with unintentional releases from the aboveground storage of petroleum-based hazardous materials and wastes. Facilities that are subject to APSA are required to prepare and implement a Spill Prevention, Control, and Countermeasure (SPCC) Plan in accordance with the oil pollution prevention guidelines in the CFR (20 CFR 112) and pursuant to Health and Safety Code, Chapter 6.67, Section 25270.4.5 (a). All AST abandonment or removal within the City would be overseen by the Long Beach CUPA (the City's Fire Department, Fire Prevention Bureau). As such, compliance with existing regulations would ensure removal of the three ASTs are properly handled.

To ensure the potential for the accidental discovery of hazardous substances or materials and/or petroleum products in on-site soils are minimized, the project would be required to implement Mitigation Measure HAZ-2. Mitigation Measure HAZ-2 would require construction contractors to exercise additional cautions during ground disturbance activities. Observations would be made by the contractor during exaction, grading, utility trenching, and footing excavations near areas where existing ASTs, hazardous waste (temporary storage area), and drums of soil cuttings investigations are stored for the presence of soils potentially impacted by chemicals compounds or fuel/oil hydrocarbons; refer to Exhibit 5.6-1. If impacted soils are found, the contractor is required to immediately stop work in the vicinity of the suspected contaminant and a qualified environmental professional with Phase II/Site Characterization experience is to be consulted for proper soil handling, use, and/or disposal of these soils. As such, impacts in this regard would be reduced to less than significant levels upon implementation of mitigation.

Following compliance with existing federal, State, and local laws and regulations as well as implementation of Mitigation Measures HAZ-1 and HAZ-2, the project's construction impacts related to the accidental release of hazardous materials from construction equipment and construction activities would be reduced to less than significant levels.

OPERATION

As the project is located within a City-designated methane gas mitigation zone, the project could have the potential to expose future users of the proposed industrial building to methane gas vapor intrusion. As detailed above, the project Applicant is required to retain a qualified professional to conduct a soil gas investigation during the project entitlement/pre-plan check submittal phase per LBMC Chapter 18.79. Accordingly, the qualified professional is required to conduct the investigation in accordance with general engineering practices and is required to complete the City's Certificate of Compliance for

Methane Test Data, which certifies site methane gas testing as well as the detected concentration and pressure of methane gas on the site. If no methane gas is detected on-site, no mitigation would be necessary, and such finding should be noted on the project plans by the project Applicant. If methane mitigation is necessary in accordance with LBMC Section 18.79.070 Table 1, *Methane Gas Mitigation System Design Requirements*, then project Applicant would be required to submit a methane mitigation plan in accordance with the City's prescriptive standards in conjunction with the project grading or building plans to plan check. The submittal should include any and all components of the proposed active or passive methane mitigation system (membrane barrier, piping, probes, vents, gas detection system, pumps, and signage). A membrane installation contractor manufacturer's approval letter shall also be submitted with the methane mitigation plan. Should the project Applicant wish to deviate from the City's prescriptive standards, a code modification must be submitted to the Building Official. Building Official and Fire Marshal review of the proposed code modifications would also be required for the active methane systems, integrating sensors, and alarm systems. Refer to LBMC Chapter 18.79 and the IB-055 Bulletin for additional requirements for the methane gas mitigation design. Following compliance with existing federal, State, and local laws and regulations (including LBMC Chapter 18.79), potential risks from contaminated soil gas during project operation would be reduced to less than significant levels.

Additionally, the proposed warehousing and manufacturing uses are expected to use/store quantities of hazardous materials such as fuel, paints, and other chemicals that would have the potential to be released into the environment if not properly handled and stored. Future operational activities would continue to be subject to compliance with existing federal, State, and local regulations, standards, and guidelines related to the transport, use, and disposal of hazardous materials. Such regulations reduce the risk of accidental conditions during operations. Thus, upon compliance with existing federal, State, and local regulations, long-term impacts related to the accidental release of hazardous materials during project operations would be less than significant.

Mitigation Measures:

HAZ-1 In the event that the soil gas investigation conducted in accordance with Long Beach Municipal Code (LBMC) Chapter 18.79, *Methane Gas Mitigation*, finds that on-site soil gas concentrations and pressures are equal to or greater than those required for a Site Design Level I classification in accordance with Long Beach Municipal Code (LBMC) Section 18.79.060, the project Applicant shall be required to ensure the project's construction contractors are certified in Occupational Safety and Health Administration's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training program for the purposes of handling potential contaminated media during construction activities. During ground-disturbing activities, the trained contractors shall employ engineering controls and best management practices (BMPs) to minimize human exposure to potential contaminants and potential negative effects from contaminated soil gas. Any proposed engineering controls and construction BMPs shall be listed on the project plans and specifications, to be approved by the City Engineer. Potential BMPs may include, but not be limited to, the following:

- Contractor shall monitor the area around the construction site for fugitive vapor emissions with appropriate field screening instrumentation;
- Contractor shall water/mist soil as it is being excavated and loaded onto trucks;

- Contractor shall place any stockpiled soil in areas that are shielded from prevailing winds or employ other engineered measures to minimize displacement of potentially contaminated soil by wind; and
- Contractor shall cover the bottom of excavated areas with sheeting when work is not being performed.

HAZ-2 During construction activities, observations shall be made by the construction contractor during exaction, grading, utility trenching, and footing excavations near the existing aboveground storage tanks (ASTs), temporary hazardous waste storage area, and drums (filled with soil cuttings from previous soil investigations) for the presence of soils potentially impacted by chemicals compounds or fuel/oil hydrocarbons; refer to Exhibit 5.6-1, *On-Site Environmental Features*. Indications of impacted soil may include chemical or fuel odors, unusual coloration, apparent moisture, and staining. If any of the above are encountered, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the Long Beach Certified Unified Program Agency (CUPA), the administering agency for enforcement and regulation of hazardous waste for the City of Long Beach, to coordinate with applicable agencies such as the Department of Toxic Substances (DTSC) and/or the Los Angeles Regional Water Quality Control Board (RWQCB) for testing and remediation oversight, as needed;
- Notify the implementing agency's Hazardous Wastes/Materials Coordinator; and
- A qualified environmental professional with Phase II/Site Characterization experience shall be consulted for proper soil handling, use, and/or disposal of these soils.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

SCHOOL SITES

HAZ-2 WOULD THE PROJECT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING SCHOOL OR PROPOSED SCHOOL?

Impact Analysis: The Rancho Dominguez Preparatory School, located at 4110 Santa Fe Avenue, is the only school located within a 0.25-mile radius of the project site. It should be acknowledged that no school structure with occupants are located within the 0.25-mile radius; the project site is measured at 920 feet or 0.18-mile from property line to property line. School sports fields are slightly farther, at 1,050 feet (0.20-mile) from the project site, followed by occupiable classroom buildings, at 1,390 feet (0.26-mile) from the project site. Additionally, the Dominguez Elementary School located at 21250 South Santa Fe Avenue in the City of Carson (approximately 0.38-mile to the northwest) is just outside of the 0.25-mile radius of the site.

The project proposes to redevelop the site with an approximately 332,090-square foot concrete tilt-up speculative industrial building that could be used for a mix of manufacturing, warehousing and

office uses. As detailed under Impact Statement HAZ-1, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment during project construction. Proposed demolition and grading activities could also result in the accidental release of hazardous materials into the environment. Specifically, the project site is mapped within a City-designated methane gas mitigation zone and the existing television broadcasting facility current stores and handles hazardous materials (primarily batteries and e-waste). Nonetheless, as detailed above, standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and federal law. Mandatory compliance with LBMC Chapter 18.79 and implementation of Mitigation Measure HAZ-2 (handling of inadvertently discovered contaminated soils) would ensure risks associated with exposing construction workers to contaminated soil and soil gas during project construction would be reduced to less than significant levels.

Additionally, the proposed haul route for demolition removal or delivery of building materials and supplies would be via Hughes Way, which offers direct access to and from northbound I-405 to the south. Trucks would utilize Warnock Way and Santa Fe Avenue if coming from or to southbound I-405, which offers connections to the northbound and southbound lanes of I-710. As such, construction trucks would be directed away from the Rancho Dominguez Preparatory School and Dominguez Elementary School to the north of the site.

Long-term operation of the project may involve the routine transport, use, or disposal of hazardous materials near schools. The types and quantities of hazardous substances utilized by the various types of potential future users at the project site would vary and, as a result, the nature of potential hazards would vary. Nonetheless, the proposed project would be subject to compliance with existing regulations, standards, and guidelines related to the transport, use, and disposal of hazardous materials established by the EPA, DTSC, Los Angeles RWQCB, Caltrans, Cal/OSHA, County of Los Angeles, and the City of Long Beach. Specifically, future tenants would also be subject to local regulations and participate in relevant CUPA programs that regulate the handling, storage, transportation, and disposal of hazardous waste by businesses (e.g., HMBP program, CUPA Hazardous Waste Program, etc.) These programs ensure that businesses generating hazardous waste comply with strict regulations to prevent harm to human health and the environment. Additionally, as discussed under Impact Statement HAZ-1, if methane gas mitigation is necessary in accordance with LBMC Section 18.79.070 Table 1, the project Applicant would be required to submit a methane mitigation plan in accordance with the City prescriptive standards in conjunction with the project grading or building plans for City review and approval in accordance with LBMC Chapter 18.79. Furthermore, similar to project construction, future trucks to support project operations would be direct away from the Rancho Dominguez Preparatory School and Dominguez Elementary School by using the same truck route as project construction (via Hughes Way, Warnock Way, and Santa Fe Avenue going towards I-405 and I-710).

As such, compliance with existing regulations (including LBMC Chapter 18.79) would ensure that impacts pertaining to the handling of hazardous materials, substances, or waste within the vicinity of the nearby schools, including the Rancho Dominguez Preparatory School and Dominguez Elementary School during project operations would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure HAZ-2.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

5.6.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis,* cumulative projects are situated in the project vicinity.

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Cumulative projects could result in creating a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, or through the routine transport, use, or disposal of hazardous materials. However, with implementation of existing laws and regulations established by the EPA, DTSC, Los Angeles RWQCB, Caltrans, Cal/OSHA, County of Los Angeles, and the City of Long Beach, as well as project-specific conditions of approval, these cumulative impacts would be minimized.

As discussed under Impact Statement HAZ-1, upon compliance with relevant laws and regulations and the implementation of Mitigation Measures HAZ-1 (construction best practices to manage contaminated soil gas) and HAZ-2 (construction best practices to manage potentially contaminated soil from existing hazardous materials), as well as participation in local CUPA programs, implementation of the proposed project would not result in significant impacts involving hazards and hazardous materials. Further, future operational activities would continue to be subject to compliance with existing federal, State, and local regulations, standards, and guidelines related to the transport, use, and disposal of hazardous materials. Such regulations reduce the risk of accidental conditions during operations. As such, the project would not result in a cumulatively considerable impact and impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING SCHOOL OR PROPOSED SCHOOL AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Cumulative projects that result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school would be required to go through the environmental review process required under CEQA to ensure that no significant impacts to sensitive receptors would result. Further, standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and federal law to minimize potential risks of emitting hazardous emissions or handling

hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school.

The proposed project would be required to comply with LBMC Chapter 18.79 (soil gas investigation; methane gas mitigation system) and implement Mitigation Measure HAZ-2 (proper handling of inadvertently discovered contaminated soils) to ensure impacts pertaining to handling potentially contaminated soil and soil gas would be reduced to less than significant levels. Therefore, implementation of the proposed project would not significantly contribute to a cumulatively considerable impact in this regard. Impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure HAZ-2.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

5.6.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to hazards and hazardous materials have been identified.

5.7 Transportation

5.7 TRANSPORTATION

This section evaluates the potential transportation-related impacts resulting from construction and operation of the proposed project. Mitigation measures are recommended, as indicated, to avoid or reduce project impacts on transportation. This section is primarily based upon the following technical study; refer to Appendix 11.6, *Transportation Analysis*:

- *3800 Via Oro Avenue Vehicle Miles Traveled Analysis* (VMT Analysis), prepared by Kimley Horn and Associates, Inc., dated February 2026.

5.7.1 EXISTING SETTING

EXISTING STREET SYSTEM

The following are descriptions of the principal regional and local network of streets serving the project site.

- **Interstate 710 (I-710)** runs north-south on the City's west side. It is a 23-mile highway that runs from its northern terminus at Valley Boulevard in City of Alhambra to its southern terminus at Ocean Boulevard in the City of Long Beach. In the City, I-710 generally operates with three-to-four travel lanes in each direction with additional lanes present near on- and off-ramps. Along with Interstate 110, located just west of the City, I-710 is one of the major routes for trucks transporting goods from the Ports of Long Beach and Los Angeles to the rail yards and distribution centers in Downtown Los Angeles, and provides connections to other east-west corridors. The General Plan Mobility Element classifies I-710 as a Freeway. I-710 provides access to the project site via Hughes Way and surrounding roadways, including Warnock Way and Santa Fe Avenue.

- **Interstate 405 (I-405)**, although serving as a north-south regional travel corridor, runs east-west through the middle of the City of Long Beach. It runs approximately 72 miles from the northern terminus near Interstate 5 in Sylmar to its southern terminus in Irvine at the El Toro Y interchange. In the cities of Long Beach and Carson, I-405 generally operates with four-to-six travel lanes in each direction, fluctuating near on- and-off ramp locations. I-405 provides regional access to I-5 and communities in Los Angeles County and Orange County. It also provides regional access to the Long Beach Airport. The General Plan Mobility Element classifies I-405 as a Freeway. I-405 provides access to the project site through Hughes Way and surrounding roadways, including Warnock Way and Santa Fe Avenue.

- **Via Oro Avenue** is a four-lane roadway trending in the north-south direction, with intermittent turn lanes provided at street and driveway intersections. The four-way intersection of Via Oro Avenue and Hughes Way within the project vicinity is signalized with marked crosswalks. A sidewalk is provided on the northbound side of the roadway, along the project site's western frontage. Street parking is not permitted. The General Plan Mobility Element classifies Via Oro Avenue as a Neighborhood Connector, as well as a Bus Route. There are two existing driveways to the project site along this roadway.

- **Hughes Way** is a two-lane roadway trending in the east-west direction, which dead-ends at the southeastern corner of the project site. As described above, the four-way intersection of Hughes Way and Via Oro Avenue within the project vicinity is signalized with marked

crosswalks and turn lanes. On-street parking is provided along the east leg of Hughes Way along the north side of the road. The General Plan Mobility Element classifies Hughes Way as a Local Street. There is one existing driveway to the project site along this roadway.

- **Santa Fe Avenue** is oriented in the north-south direction and located along the west side of the project site. It has two travel lanes in each direction. On-street parking is provided on both sides of the road along Santa Fe Ave.
- **Wardlow Road** is an east-west oriented roadway, located south of the project site. It has two travel lanes in each direction. On-street parking is provided on both sides of the road along Wardlow Road.
- **Warnock Way** is oriented in the east-west direction and located south of the project site with three travel lanes in each direction. On-street parking is not provided along Warnock Way.
- **Carson Street** is an east-west orientation roadway with two travel lanes in each direction. It is located north of the project site and does not permit on-street parking.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

The streets surrounding the project site provide a limited pedestrian network of sidewalks. Sidewalks are generally available along Carson Street and Santa Fe Avenue. There are existing sidewalks on the east side of Via Oro Avenue, between Hughes Way and Carson Street. Further, sidewalks are located on the north/west side of Hughes Way, from Warnock Way to Via Oro Avenue.

There are no bicycle facilities adjacent to the project site. A northbound and southbound Class III bikeway is present on Santa Fe Avenue from Pacific Coast Highway until Wardlow Road. According to the General Plan Mobility Element, several bikeway improvements are proposed within the project vicinity. A Class II bikeway is proposed along Santa Fe Avenue from Wardlow Road to Del Amo Boulevard. Additionally, a Class III bikeway is proposed along Carson Street between Alameda Street and Santa Fe Avenue. A Class II bikeway is proposed on Santa Fe Avenue between Del Amo Boulevard and I-405.[1]

EXISTING TRANSIT SERVICES

There is an existing bus stop (Long Beach Transit [LBT] Bus Stop #0103 Via Oro & Hughes Way NE) on Via Oro Avenue directly adjacent to the project site. The bus stop is served by LBT Bus Route 192, which connects downtown Long Beach to the Metro Del Amo A Line Station and the Los Cerritos Center shopping mall. Bus Route 192 travels north to south on Via Oro Avenue with additional Bus Route 192 stops on Carson Street and Hughes Way, approximately 757 feet north and 274 feet southwest of the project site, respectively. The site is also located in a Transit Priority Area (TPA) and is within 0.5-mile from a high-quality transit corridor or major transit stop.[2]

[1] Kimley Horn and Associates, Inc., *3800 Via Oro Avenue Traffic Impact Assessment*, February 2026.

[2] City of Long Beach, *Long Beach Transit Priority Areas*, https://longbeach.gov/globalassets/lbcd/media-library/documents/planning/sb9/transit-priority-areas-map, accessed January 22, 2026.

5.7.2 REGULATORY SETTING

STATE LEVEL

Senate Bill 743

In September 2013, the then Governor's Office of Planning and Research (OPR) signed Senate Bill (SB) 743 into law, establishing a process that fundamentally changes the way transportation impact analyses are conducted under the California Environmental Quality Act (CEQA). SB 743 identifies vehicles miles traveled (VMT) as the most appropriate CEQA transportation metric and eliminates auto delay, or level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, the California Natural Resources Agency certified and adopted updates to the CEQA Guidelines (14 California Code of Regulations Section 15064.3), establishing VMT as the most appropriate measure of transportation impacts. As of July 1, 2020, lead agencies are required to consider VMT as the metric for determining transportation impacts under CEQA. The guidance provided relative to VMT significance criteria is focused primarily on land use projects, such as residential, office, and retail uses. However, as noted in the updated CEQA Guidelines Section 15064.3, agencies are directed to choose metrics that are appropriate for their jurisdiction to evaluate the potential impacts of a project in terms of VMT.

Assembly Bill 1358: The California Complete Streets Act

The California Complete Streets Act (AB 1358) was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. AB 1358 tasks the OPR to release guidelines for compliance, which are so far undeveloped.

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act (SB 375) was signed into law on September 30, 2008. SB 375 provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal of SB 375 is to reduce automobile commuting trips and length of automobile trips, thus helping to meet the statewide targets for reducing greenhouse gas (GHG) emissions set by the California Global Warming Solutions Act of 2006 (Assembly Bill 32). SB 375 requires each metropolitan planning organization to add a broader vision for growth, called a "sustainable communities strategy" (SCS), to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower GHGs. The SCS should integrate transportation, land use, and housing policies to plan for achievement of the regional emissions target.

REGIONAL LEVEL

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized Metropolitan Planning Organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

2024-2050 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY – CONNECT SOCAL 2024

The passage of California SB 375 in 2008 requires MPOs to prepare and adopt a SCS that sets forth a forecasted regional development pattern which will reduce GHG emissions from automobiles and light duty trucks when integrated with the transportation network, measures, and policies (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use and transportation strategies that provide for more integrated land use and transportation planning, and the maximization of transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

On April 4, 2024, SCAG's Regional Council adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal 2024). Connect SoCal 2024 is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal 2024 closely integrates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. SCAG worked closely with local jurisdictions to develop Connect SoCal 2024, which incorporates local growth forecasts, projects, and programs, and includes complementary regional policies and initiatives. Connect SoCal 2024 includes a financial plan that identifies revenues committed, available, or reasonably available to support the SCAG region's surface transportation investments. Connect SoCal 2024 also includes a sustainable communities strategy which sets forth a forecasted development pattern for the region which would reduce GHGs from automobiles and light trucks to the regional GHG targets set by California Air Resource Board (CARB) for the SCAG region. On August 6, 2025, CARB accepted SCAG's determination that Connect SoCal 2024 would, if implemented, achieve the region's 2035 GHG emission reduction target.

LOCAL LEVEL

City of Long Beach General Plan

The Mobility Element aims to guide development and improvements to the existing circulation system and establishes goals aimed at improving the existing transportation system so that it is responsive to all modes of travel. The Mobility Element also considers balancing the needs of all mobility users,

provides context-sensitive street classifications, seeks to improve driving efficiencies, creates multimodal connectivity, encourages active transportation, and protects natural resources. The following Mobility Element policies are relevant to the proposed project:

Mobility of People (MOP) Strategies

- Strategy 1: Establish a network of complete streets that complements the related street type.
    - MOP Policy 1-9: Increase mode shift of transit, pedestrians, and bicycles.
    - MOP Policy 1-12: Encourage large employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.
    - MOP Policy 1-13: Increase multimodal access to major employers and educational institutions, including Long Beach Community College.
    - MOP Policy 1-14: Use universal design techniques to accommodate pedestrians of all ages and abilities and ensure compliance with the Americans with Disabilities Act.
- Strategy 2: Reconfigure streets to emphasize their modal priorities.
    - MOP Policy 2-15: Ensure that all new development is consistent with the applicable provisions of the Bicycle Master Plan.
    - MOP Policy 2-17: Ensure safe, convenient, and adequate, on- and off-street bicycle parking facilities to accommodate and encourage residents to cycle for commuting and daily needs.
- Strategy 4: Establish a more flexible level of service approach to traffic analysis and improvements.
    - MOP Policy 4-1: Consider effects on overall mobility and various travel modes when evaluating transportation impacts of new developments or infrastructure projects.
- Strategy 5: Reduce the environmental impacts of the transportation system.
    - MOP Policy 5-3: Encourage the use of low- or no-emission vehicles to reduce pollution.
    - MOP Policy 5-6: Support the development of a network of public and private alternative fuel vehicle charging/ fueling stations Citywide.
- Strategy 6: Manage the supply of parking.
    - MOP Policy 6-11: Encourage the use of transit, carpooling, and walking to reduce the need for parking.
    - MOP Policy 6-12: Promote transit-oriented development with reduced parking requirements around appropriate transit hubs and stations to facilitate the use of available transit services.

Mobility of Goods (MOG) Strategies

- Strategy 12: Be a leading collaborator on transportation issues related to the regional mobility of good.
    - MOG Policy 12-1: Maintain Long Beach as the hub for regional goods movement and as a gateway to national and international suppliers and markets while mitigating impacts of goods movement on the local community.
- Strategy 13: Develop freight-related improvements consistent with the regional transportation network.
    - MOG Policy 13-5: Design freight loading and unloading for new or rehabilitated industrial and commercial developments to occur off of public streets whenever and wherever feasible.
    - MOG Policy 13-8: Support infrastructure improvements and use of emerging technologies that will facilitate the clearance, timely movement, and security of domestic and international trade. This includes facilities for the efficient intermodal transfer of goods between truck, rail, marine, and air transportation modes.

Mobility of Resources (MOR) Strategies

- Strategy 19: Promote well-maintained water, wastewater, and stormwater infrastructure systems that serve the demands of existing and future residents and businesses while mitigating environmental impacts.
    - MOR Policy 19-2: Ensure that development is appropriate and in scale with current and planned infrastructure capabilities.
    - MOR Policy 19-5: Implement low-impact development techniques to reduce and improve the quality of stormwater runoff.

City of Long Beach Bicycle Master Plan

The *City of Long Beach Bicycle Master Plan* (Bicycle Master Plan) is compliant with AB 32 and AB 1358. The Bicycle Master Plan expands upon the General Plan Mobility Element by providing further details on bicycle planning and design. The Bicycle Master Plan updated the former plan, taking advantage of new innovative bicycle planning and bikeway design solutions, to guide City staff in prioritizing resources when implementing future projects and programs, and finally, to make the City eligible for more outside funding.[3]

[3] City of Long Beach, *City of Long Beach Bicycle Master Plan*, December 2016.

Long Beach Municipal Code

CHAPTER 21.64, TRANSPORTATION DEMAND AND TRIP REDUCTION MEASURES

The purpose of this chapter is to require the implementation of transportation demand management (TDM) and trip reduction measures in the planning and development of projects throughout the City. TDM standards promote the goal of environmental sustainability by helping reduce vehicle trips, decrease traffic congestion, improve air quality, and lower transportation-related greenhouse gas emissions within Long Beach and the greater region. The TDM objective of reducing single-occupancy vehicle trips is addressed through land use planning and employer-based strategies that encourage alternative modes of transportation and shift travel patterns away from personal automobiles. Using site design, transit incentives, carpool and vanpool programs, bicycle facilities, pedestrian infrastructure, and flexible work arrangements achieve the goals of TDM, advance sustainability, and reduce the overall cost of transportation infrastructure and parking. The use of coordinated employer programs, on-site amenities, and mobility services distributes transportation demand across development sites and throughout the community, maximizing the effectiveness of trip reduction and supporting a more livable, connected City.

Specifically, Section 21.64.030(b) denotes transportation demand and trip reduction measures applicable to the project.

5.7.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

VMT SIGNIFICANCE THRESHOLDS

As part of the development of the CEQA guidelines, the OPR prepared the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). The Technical Advisory provides guidance for local jurisdictions in developing methodologies and thresholds for evaluating VMT. The Technical Advisory provides VMT thresholds for residential, employment, and other uses. For all projects, the Technical Advisory recommends establishing the VMT threshold at 85 percent or less of an adopted VMT threshold, including VMT per capita for residential projects, VMT per employee for employment projects, and total VMT for all other uses.

City of Long Beach VMT Significance Thresholds

The City's *CEQA Transportation Thresholds of Significance Guide* (VMT Guidelines) identify VMT per employee as the appropriate efficiency metric for evaluating industrial land use projects.[4] This metric measures daily home-based work (HBW) VMT per employee, representing the commute-related portion of daily trips generated by employees. According to the VMT Guidelines, the significance threshold for industrial projects that are consistent with the General Plan Land Use Element is defined as "no net change in VMT per employee." The project site has an Industrial (I) PlaceType designation and is zoned PD-26 (Subarea III). As the proposed uses are permitted under this PlaceType

[4] City of Long Beach, *CEQA Transportation Thresholds of Significance Guide*, May 2020.

designation and zoning district, the applicable VMT impact threshold for this analysis is "no net change in daily HBW VMT per employee."

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (refer to Impact Statement TRA-1);

b) Conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b) (refer to Impact Statement TRA-2);

c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement TRA-3); and

d) Result in inadequate emergency access (refer to Impact Statement TRA-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.7.4 IMPACTS AND MITIGATION MEASURES

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

TRA-1 WOULD THE PROJECT CONFLICT WITH A PROGRAM PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES?

Impact Analysis:

CONSTRUCTION

The proposed haul route for demolition removal or delivery of supplies during construction would be via Hughes Way, which offers direct access to and from northbound I-405 to the south. Trucks would utilize Warnock Way and Santa Fe Avenue if coming from or to southbound I-405, which offers connections to the northbound and southbound lanes of I-710. Construction activities associated with the project may temporarily impact bicycle, transit, and/or pedestrian facilities as temporary partial lane closures may be required during construction; however, these roadways would remain open to traffic at all times. During periods of partial lane closures, the Applicant would be required to implement a temporary Traffic Management Plan (TMP) to maintain traffic flow and emergency access during the construction process (Mitigation Measure TRA-1). The TMP would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during

heavy equipment use, among others. Additionally, pedestrian sidewalks and bus stops would remain open and accessible, to the greatest extent feasible, during construction, or would be re-routed to ensure continued connectivity while also maintaining Americans with Disabilities Act (ADA) accessibility. With implementation of Mitigation Measure TRA-1, the project would not conflict with existing bicycle, transit, or pedestrian facilities, and impacts would be reduced to less than significant levels.

OPERATIONS

Pedestrians would be able to access the project site utilizing existing sidewalks along Via Oro Avenue and future proposed sidewalks along Hughes Way south of the project site. Pedestrian access to the project site would be provided via a pedestrian access gate located along Via Oro Avenue. The pedestrian access gate would operate through access controls during normal operating hours. As requested by LBT and to meet existing and future transit demands in the project area, the project proposes to install a bus shelter, a minimum nine-foot, six-inch sidewalk, and pedestrian-scaled lighting at LBT Bus Stop #0103 Via Oro & Hughes Way NE to ensure compliance with accessibility and safety standards. The proposed bus shelter improvements would not result in any relocations of any local bus or transit stops, and as noted above, pedestrian access to and from the project site would be maintained for continued access to public transit.

The project site is subject to California Government Code Section 65863.2 (Assembly Bill 2097), locally adopted as LBMC Section 21.41.180, *Parking Exempt Area*, due to being in an area within a half mile of high-quality transit. Nevertheless, the project would provide approximately 333 parking stalls, of which 256 would be standard stalls, 2 carpool and van stalls, 6 standard accessible stalls, 2 van accessible stalls, and 67 electric vehicle (EV) capable stalls. Approximately 34 bicycle parking spaces would also be provided on-site.

Connect SoCal 2024

Connect SoCal 2024 closely integrates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Mobility is an important component of sustainability and integrated planning in Connect SoCal 2024. The proposed project would encourage transit-oriented development by locating employment opportunities within a designated TPA. By providing carpool, EV, and bicycle parking spaces on-site, the project would also promote active transportation and VMT reduction. Additionally, the project would be required to implement transportation demand management and trip reduction measures in accordance with LBMC Chapter 21.64, *Transportation Demand and Trip Reduction Measures*. Specifically, the proposed project (nonresidential development of 100,000 square feet or more) would be required to comply with all measures outlined in LBMC Section 21.64.030(b).

Collectively, these aspects of the project are consistent with the guiding policies of Connect SoCal 2024. Refer to Table 5.9-3, *Consistency with the 2024-2050 RTP/SCS*, in Section 5.9, *Greenhouse Gas Emissions*, for a complete consistency analysis related to Connect SoCal 2024. As such, the project would not conflict with SCAG's regional planning goals and policies.

City of Long Beach General Plan

The Mobility Element includes goals and policies that aim to improve multimodal transportation and movement of goods and resources in the City. Refer to Table 5.1-1, *General Plan Consistency Analysis* in

Section 5.1, for an analysis of the project's consistency with relevant policies of the General Plan Mobility Element. As detailed therein, the project would not conflict with the General Plan.

City of Long Beach Bicycle Master Plan

Overall, the City's Bicycle Master Plan recommends a series of projects and programs to be implemented in the next few decades. The Bicycle Master Plan does not identify any projects within or adjacent to the project site. For industrial developments over 10,000 square feet, the Bicycle Master Plan requires one bicycle parking space per 15 employees, or eight bicycle spaces per 10,000 square feet near the main entrance with good visibility. As the project would create approximately 450 permanent jobs during project operations, and would provide approximately 34 bicycle parking spaces, the project would exceed the required bicycle parking standards per the Bicycle Master Plan. As such, the project would not conflict with the Bicycle Master Plan.

Overall, with implementation of Mitigation Measure TRA-1 during construction, the proposed project would not conflict with adopted policies, plans, or programs related to the circulation system, and impacts would be reduced to less than significant levels.

Mitigation Measures:

TRA-1 Prior to project construction activities, the project Applicant shall prepare a Traffic Management Plan (TMP) for review and approval by the City of Long Beach Traffic Engineer, City of Long Beach Public Works Department, Long Beach Fire Department (LBFD), and Long Beach Police Department (LBPD). The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use. The TMP shall specify that one direction of travel in each direction must always be maintained along Via Oro Avenue and Hughes Way throughout project construction. Pedestrian sidewalks and bus stops, including Long Beach Transit Bus Stop #0103 Via Oro & Hughes Way NE located adjacent to the project site, shall remain open and accessible, to the greatest extent feasible, during construction, or shall be re-routed to ensure continued connectivity while also maintaining Americans with Disabilities Act (ADA) accessibility. The project Applicant shall coordinate with Long Beach Transit prior to initiating construction activities regarding potential construction impacts to existing bus operations in the project area. Adequate emergency access shall be maintained at all times. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

VEHICLE MILES TRAVELED

TRA-2 WOULD THE PROJECT CONFLICT WITH OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B)?

Impact Analysis:

VEHICLE MILES TRAVELED SCREENING

The City's VMT Guidelines provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact

without conducting a more detailed VMT analysis. Applicable VMT screening thresholds are listed below:

1. Transit Priority Area (TPA) Screening;
2. Low VMT Area Screening; and
3. Less Than 500 Average Daily Trips (ADT) Screening.

Although the project site is located within a TPA (Criterion 1), the VMT Guidelines include additional screening criteria under this threshold, including that a project must have a floor area ratio (FAR) greater than 0.75. The project proposes approximately 332,090 square feet of development on a 13.59-acre site (approximately 591,980 square feet). As such, the project would result in a FAR of 0.55, and the project would not meet the screening criteria for this threshold.

The proposed development is anticipated to generate approximately 144 daily truck trips and 1,106 daily passenger vehicle trips for a net total of 1,359 ADT.[5] Therefore, the project would not meet the ADT screening criteria (Criterion 3).

While the VMT Analysis determined that the project site is within a low VMT area (Criterion 2), due to the size of the project and considering varying results from different versions of the SCAG's travel demand model used in the analysis, it was determined that a full quantitative VMT analysis would be required.

VEHICLE MILES TRAVELED ANALYSIS

As described above in Section 5.7.3, *Impact Thresholds and Significance Criteria*, the project must achieve "no net change in daily HBW VMT per employee" in order to result in less than significant impacts regarding VMT. The VMT Analysis considered existing and cumulative scenarios consistent with SCAG's methodology, which places the model base year in 2019 (existing) and the model horizon year as 2050 (cumulative). The calculation of HBW VMT considers the total number of weekday work-related trips generated and the average trip length of each vehicle for these trips. Table 5.7-1, *Project VMT Efficiency Metrics*, provides calculations for HBW VMT per service employee with and without project implementation, based on an anticipated 450 project-generated employees, for the project site's traffic analysis zone (TAZ) and for the Los Angeles County regional average.

Table 5.7-1
Project VMT Efficiency Metrics

VMT Metric	Without Project	With Project	Net Change	Exceeds VMT Threshold?
Existing Project TAZ	13.1	12.1	- 0.9	No
Cumulative Project TAZ	10.6	10.0	- 0.6	No
Existing Regional Average	19.4	19.4	0.0	No
Cumulative Regional Average	15.0	15.0	0.0	No

Source: Refer to Appendix 11.6.

[5] Kimley Horn and Associates, Inc., *3800 Via Oro Avenue Traffic Impact Assessment*, February 2026.

As shown in Table 5.7-1, the project would not result in a net increase in HBW VMT per employee for either the project TAZ or Los Angeles County region. As such, the proposed project would not conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b). Impacts in this regard are less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GEOMETRIC DESIGN FEATURES

TRA-3 WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

Impact Analysis: The project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways (e.g., farm equipment). As shown in Exhibit 3-3, *Conceptual Site Plan*, passenger vehicles would enter and exit the project site from Via Oro Avenue by way of the two existing driveways located at the northwestern corner (Driveway 1) and southwestern corner (Driveway 2). One new driveway would be located on the southeastern corner (Driveway 3) of the project site along Hughes Way. Trucks would be required to use Driveway 1 or Driveway 3, which would provide direct access to the 38 truck dock doors located on the northern side of the industrial building. According to the site access analysis conducted for the proposed project, Driveways 1 and 3 would be designed in accordance with City standards and would provide adequate maneuvering space for trucks, and no access or circulation conflicts would occur.[6] As such, the project would not increase hazards due to a geometric design feature, and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

EMERGENCY ACCESS

TRA-4 WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?

Impact Analysis:

CONSTRUCTION

Construction activities associated with the project would generate traffic as a result of construction equipment being transported to and from the site, and vehicular traffic from construction workers, export of construction debris, and delivery of materials to the site. However, because of the developed nature of the site, grading would be minimal, and soils would be balanced on-site; there would be no anticipated import or export of soil. The proposed haul route for demolition removal or delivery of supplies would be via Hughes Way, which offers direct access to and from northbound I-405 to the

[6] Kimley Horn and Associates, Inc., *3800 Via Oro Avenue Traffic Impact Assessment*, February 2026.

south. Trucks would utilize Warnock Way and Santa Fe Avenue if coming from or to southbound I-405, which offers connections to the northbound and southbound lanes of I-710.

While construction activities and construction staging would be mostly located within the site, construction-related trips associated with trucks and personnel traveling to and from the site may result in minor temporary and short-term traffic delays as a result of partial lane closures and/or construction-related vehicles traveling along project roadways. As such, Mitigation Measure TRA-1 would require a temporary TMP to be prepared and implemented to ensure traffic flow and emergency access are maintained during the construction process. As stated, the TMP would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. The TMP would require approval from the City's Traffic Engineer, the Public Works Department, LBFD, and LBPD to ensure that adequate emergency access is maintained throughout construction. Overall, construction-related traffic impacts would be short-term and temporary, and implementation of Mitigation Measure TRA-1 would ensure construction-related project impacts are less than significant.

OPERATIONS

No major changes are proposed to existing roadway geometry on surrounding roadways and process access points (Driveways 1 through 3) would be subject to City standards. Site plans for the proposed project would be subject to review by the City to ensure that adequate emergency access or emergency responses would be provided. Additionally, the project site plans would be reviewed by LBFD for compliance with fire and emergency access standards and requirements. Therefore, the project would not result in inadequate emergency access during operations and impacts would be less than significant in this regard.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.7.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis*, cumulative projects are situated in the project vicinity.

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, CONFLICT WITH A PROGRAM PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: As cumulative projects are developed in the area, overall demands on the transportation system would increase. Cumulative developments would be required to be reviewed by the City's Traffic Engineer, Public Works Department, LBFD, and LBPD, as applicable. As such, each department would ensure that future development, on a project-by-project basis, would comply with State and local requirements regarding circulation.

Overall, the proposed project would not conflict with adopted policies, plans, or programs related to transit, bicycle, or pedestrian facilities. During project construction, Mitigation Measure TRA-1 would be implemented to ensure a TMP is incorporated into planned temporary partial lane closures. Once in operation, the project would provide and encourage alternative modes of transportation through the provision of transit opportunities (i.e., new bus shelter adjacent to the site), pedestrian facilities, and bicycle parking. As such, the proposed project would not result in a cumulatively considerable impact in this regard, and impacts would be less than significant with implementation of Mitigation Measure TRA-1.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B) AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Cumulative projects have the potential to increase the City's average VMT per capita/employee and total VMT. Each cumulative project would be evaluated on a project-level basis to determine the project's generated VMT in order to compare to the City's average and total VMT. Additionally, each cumulative project would be required to comply with project-specific mitigation measures, as needed, on a project-by-project basis.

As detailed in Table 5.7-1, the VMT Analysis considered HBW VMT per employee in the project site's TAZ as well as within the Los Angeles Region for the cumulative scenario, and it was determined that the project would reduce VMT within the project's TAZ and no net change would occur within the Los Angeles Region. Therefore, the project would not contribute to a cumulatively considerable impact and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT) AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Cumulative projects could result in an increase in hazards due to a geometric design feature or incompatible use. However, cumulative projects would be evaluated on a case-by-case basis through the development review process of the City to determine the appropriate land use permit for authorizing their use and the conditions for their establishment and operation. The development review would ensure that safe access and circulation to and within the development area would be provided. Additionally, access to development sites would be required to comply with all applicable City design standards and would be reviewed by the City's Traffic Engineer, Public Works Department, LBFD, and LBPD, as applicable, to ensure that inadequate design features or incompatible uses do not occur as development occurs.

The proposed project would involve the development of an industrial building designed for a mix of manufacturing, warehousing, and office uses, and does not propose changes to the City's circulation

system, such as sharp curves or dangerous intersections, or the introduction of incompatible uses. As such, the proposed project would not significantly contribute to a cumulative impact involving inadequate design features or incompatible uses. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, RESULT IN INADEQUATE EMERGENCY ACCESS AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Cumulative projects could result in inadequate emergency access in the area. However, future projects would be required to comply with the City's development review process on a case-by-case basis. New developments would also be required to comply with all applicable fire and building codes and ordinances for construction and access to the site during both construction and operational phases. Individual projects would be reviewed by the City's Traffic Engineer, Public Works Department, LBFD, and LBPD, as applicable, to ensure that new developments would provide adequate emergency access to and from each site. Further, the City and LBFD would review any modifications to existing roadways to ensure that adequate emergency access or emergency response would be maintained.

The project would be required to implement a TMP during construction (Mitigation Measure TRA-1). Site plans for the proposed project would be subject to review by the City to ensure that adequate emergency access or emergency responses would be provided. Additionally, the project site plans would be subject to review by the City's Traffic Engineer, Public Works Department, LBFD, and LBPD, as applicable, for compliance with fire and emergency access standards and requirements. Therefore, upon compliance with State, regional, and local standards and regulations, the project would not significantly contribute to a cumulatively considerable impact regarding emergency access. As such, upon compliance with recommended mitigation, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.7.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to transportation have been identified.

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5.8 Air Quality

5.8 AIR QUALITY

This section addresses the potential air pollutant emissions generated by the construction and operation of the project and impacts on air quality. The analysis also addresses the consistency of the project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) *2022 Air Quality Management Plan* (2022 AQMP). The analysis of project-generated air pollutant emissions focuses on whether the project would cause an exceedance of an ambient air quality standard or SCAQMD significance thresholds. This section is primarily based upon the following technical studies; refer to Appendix 11.7, *Air Quality Assessment/Health Risk Assessment*:

- *3800 Via Oro Project Air Quality Impact Assessment* (Air Quality Assessment), prepared by Kimley-Horn and Associates, Inc., dated September 2026; and
- *3800 Via Oro Project Health Risk Assessment* (Health Risk Assessment), prepared by Kimley-Horn and Associates, Inc., dated September 2026.

5.8.1 EXISTING SETTING

SOUTH COAST AIR BASIN

Geography

The project is located within the South Coast Air Basin (Basin), a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles and all of Orange County, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area of Riverside County.

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of air pollutants throughout the Basin.

Climate

The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The climate consists of a semi-arid environment with mild winters, warm summers, moderate temperatures, and comfortable humidity. Precipitation is limited to a few winter storms. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The average annual temperature varies little throughout the Basin, averaging 75 degrees Fahrenheit (°F). However, with a less-pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. All portions of the Basin have recorded temperatures over 100°F in recent years.

Although the Basin has a semi-arid climate, the air near the surface is moist due to the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature. The annual average

relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin. Precipitation in the Basin is typically 9 to 14 inches annually and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall are greater in the coastal areas of the Basin.

The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet, the terrain prevents the pollutants from entering the upper atmosphere, resulting in a settlement in the foothill communities. Below 1,200 feet, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal Basin. Usually, inversions are lower before sunrise than during the day. Mixing heights for inversions are lower in the summer and more persistent, being partly responsible for the high levels of ozone (O_3) observed during the summer months in the Basin. Smog in southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods of time, allowing them to form secondary pollutants by reacting with sunlight. The Basin has a limited ability to disperse these pollutants due to typically low wind speeds.

The area in which the project is located offers clear skies and sunshine yet is still susceptible to air inversions. These inversions trap a layer of stagnant air near the ground, where it is then further loaded with pollutants. These inversions cause haziness, which is caused by moisture, suspended dust, and a variety of chemical aerosols emitted by trucks, automobiles, furnaces, and other sources.

LOCAL AMBIENT AIR QUALITY

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are primary criteria pollutants. ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O_3) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in Table 5.8-1, *Air Contaminants and Associated Public Health Concerns*.

Table 5.8-1
Air Contaminants and Associated Public Health Concerns

Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM_{10} and $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC)[1] and nitrogen oxides (NO_X) in the presence of sunlight. Motor vehicle exhaust,	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases

Pollutant	Major Man-Made Sources	Human Health Effects
	industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO_2)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron, and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when the carbon contained in fuels is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O_3. This contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.

Notes:
[1] Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).

Source: Refer to Appendix 11.7.

The SCAQMD monitors air quality at 37 monitoring stations throughout the Basin. Each monitoring station is located within a Source Receptor Area (SRA). The communities within an SRA are expected to have similar climatology and ambient air pollutant concentrations. The project site is located in the Southeast Los Angeles Coastal County SRA (SRA 4). Pollutants of concern in the Basin include O_3, particulate matter (PM_{10}), and fine particulates ($PM_{2.5}$). The monitoring station representative of the project area is the Long Beach-Route 710 Near Road monitoring station, located approximately 2.1 miles north of the project site. The air pollutants measured at the Long Beach-Route 710 Near Road monitoring station include O_3 and $PM_{2.5}$. The Long Beach-Signal Hill Monitoring Station (located approximately 3.2 miles southeast) is the closest station that monitors PM_{10}. Local air quality data from 2022 to 2024 are provided in Table 5.8-2, *Ambient Air Quality Data*, which lists the monitored maximum concentrations and number of exceedances of California Ambient Air Quality Standards (CAAQSs) or National Ambient Air Quality Standards (NAAQSs) for each year.

Table 5.8-2
Ambient Air Quality Data

Criteria Pollutant[1]	2022	2023	2024
Ozone (O_3)			
1-hour Maximum Concentration (ppm)	0.108	0.089	0.103
8-hour Maximum Concentration (ppm)	0.077	0.065	0.071
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	1	0	1
NAAQS 8-hour (>0.070 ppm)	1	0	1
Carbon Monoxide (CO)			
1-hour Maximum Concentration (ppm)	1.943	3.164	3.512
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO_2)			
1-hour Maximum Concentration (ppm)	0.095	0.071	0.076
Number of Days Standard Exceeded			
NAAQS 1-hour (>100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM_{10})			
National 24-hour Maximum Concentration	128.6	148.6	83.0
State 24-hour Maximum Concentration	-	-	-
State Annual Average Concentration (CAAQS=20 µg/m^3)	-	-	-
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 µg/m^3)	0	0	0
CAAQS 24-hour (>50 µg/m^3)	-	-	-
Particulate Matter Less Than 2.5 Microns ($PM_{2.5}$)			
National 24-hour Maximum Concentration	39.0	58.3	44.2
State 24-hour Maximum Concentration	41.7	58.5	44.2
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m^3)	1.0	1.0	2.0

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m^3 = micrograms per cubic meter; – = There was insufficient (or no) data available to determine the value.

Notes: Measurements taken at the Long Beach-Route 710 Near Road Monitoring Station (CARB#70032), and at the Long Beach-Signal Hill Monitoring Station (CARB #70033).

Source: Refer to Appendix 11.7.

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identifies diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical

composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools, and parks. The nearest sensitive receptor is the Rancho Dominguez Preparatory School, located 920 feet northwest of the project site. Sensitive land uses nearest to the project site are shown in Table 5.8-3, *Nearest Sensitive Receptors*.

Table 5.8-3
Nearest Sensitive Receptors

Receptor Description	Distance[1] and Direction from the Project
Rancho Dominguez Preparatory School	920 feet to the northwest[3]
Single-Family Residences[2]	1,080 feet to the south
Single-Family Residences[2]	1,300 feet to the west

Notes:
1 Distance measured from the project site boundary to the nearest sensitive receptor property line.
2 Receptors are located within the City of Long Beach.
3 The distance from property line to property line is 920 feet, with school parking lots being closest to the project site. School sports fields are slightly farther, at 1,050 feet from the project site, followed by classroom buildings, at 1,390 feet from the project site.

Source: Refer to Appendix 11.7.

5.8.2 REGULATORY SETTING

FEDERAL LEVEL

U.S. Environmental Protection Agency

The United States Environmental Protection Agency (U.S. EPA) is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare; refer to Table 5.8-4, *National and California Ambient Air Quality Standards*.

Table 5.8-4
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]	National Standards[2]
Ozone (O_3) [2, 5, 7]	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m^3)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	0.10 ppm[11]
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)
Sulfur Dioxide (SO_2) [8]	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3)
	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m^3)
Particulate Matter (PM_{10}) [1, 3, 6]	24-Hour	50 µg/m^3	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	NA
Fine Particulate Matter ($PM_{2.5}$) [3, 4, 6, 9]	24-Hour	NA	35 µg/m^3
	Annual Arithmetic Mean	12 µg/m^3	9.0 µg/m^3
Sulfates (SO_{4-2})	24 Hour	25 µg/m^3	NA
Lead (Pb) [10, 11]	30-Day Average	1.5 µg/m^3	NA
	Calendar Quarter	NA	1.5 µg/m^3
	Rolling 3-Month Average	NA	0.15 µg/m^3
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (0.15 µg/m^3)	NA
Vinyl Chloride (C_2H_3Cl) [10]	24 Hour	0.01 ppm (26 µg/m^3)	NA

Notes:
ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; – = no information available.

1 California standards for O_3, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e. all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.

2 National standards shown are the "primary standards" designed to protect public health. National standards other than for O_3, particulates, and those based on annual averages are not to be exceeded more than once a year. The 1-hour O_3 standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O_3 standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m$_3$. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m^3.

4 Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard.

NAAQS are set by the U.S. EPA at levels determined to be protective of public health with an adequate margin of safety.

5 On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O_3 concentration per year, averaged over three years, is equal to or less than 0.070 ppm. U.S. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Non-attainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O_3 level in the area.

6 The national 1-hour O_3 standard was revoked by the U.S. EPA on June 15, 2005.

7 In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.

8 The 8-hour California O_3 standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.

9 On June 2, 2010, the U.S. EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO_2 NAAQS however must continue to be used until one year following U.S. EPA initial designations of the new 1-hour SO_2 NAAQS.

10 In December 2012, U.S. EPA strengthened the annual $PM_{2.5}$ NAAQS from 15.0 to 12.0 µg/m^3. In December 2014, the U.S. EPA issued final area designations for the 2012 primary annual $PM_{2.5}$ NAAQS. Areas designated “unclassifiable/attainment” must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.

Pollutant	Averaging Time	State Standards[1]	National Standards[2]
[11] CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.			
[12] National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.			
Source: Refer to Appendix 11.7.			

STATE LEVEL

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, including the NAAQS in Table 5.8-4, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for the State of California.

Like the U.S. EPA, CARB also designates areas within California as either attainment or non-attainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data show that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as non-attainment.

DIESEL RISK REDUCTION PLAN

The identification of DPM as a TAC in 1998 led CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (DRRP) in October 2000. The DRRP's goals include an 85 percent reduction in DPM by 2020 from the 2000 baseline. CARB estimates that emissions of DPM in 2035 will be less than half those in 2010, further reducing statewide cancer risk and non-cancer health effects. The DRRP includes regulations to establish cleaner new diesel engines, cleaner in-use diesel engines (retrofits), and cleaner diesel fuel.

TRUCK AND BUS REGULATION REDUCING EMISSIONS FROM EXISTING DIESEL VEHICLES

On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce PM and NO_X emissions from existing diesel vehicles operating in California. The regulation requires PM retrofits on all diesel trucks and buses that operate in California (i.e., existing vehicles are required to be upgraded to reduce emissions). Heavier trucks must be retrofitted with PM filters beginning January 1, 2012, and older trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses would need to have 2010 model year engines or equivalent.

The regulation applies to most diesel-fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. Small fleets with three or fewer diesel trucks can delay compliance for heavier trucks and there are several extensions for low-mileage construction trucks, early PM filter retrofits, adding cleaner vehicles, and other situations. Privately and publicly owned school buses have different requirements.

HEAVY-DUTY VEHICLE IDLING EMISSION REDUCTION PROGRAM

The purpose of the CARB Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling is to reduce public exposure to DPM and criteria pollutants by limiting the idling of diesel-fueled commercial vehicles including transportation refrigeration units (TRUs). The driver of any vehicle subject to this ATCM is prohibited from idling the vehicle's primary diesel engine for greater than five minutes at any location and is prohibited from idling a diesel-fueled auxiliary power system (APS) for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools). On February 24, 2022, CARB approved amendments to the TRU ATCM (2022 Amendments) to achieve additional emission and health risk reductions from diesel-powered TRUs and increase the use of zero emission technology in the off-road sector. The 2022 Amendments will help meet the State's multiple risk reduction, air quality, and climate goals, as well as the directive of Executive Order N-29-20, which set a goal for 100 percent zero-emission off-road vehicles and equipment in the State by 2035.

CARB Final Regulation Order, Requirements to Reduce Idling Emissions from New and In-Use Trucks, beginning in 2008, requires that new 2008 and subsequent model-year heavy-duty diesel engines be equipped with an engine shutdown system that automatically shuts down the engine after 300 seconds of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged.

Section 2485 and Section 2449 of Title 13 of the California Code of Regulations limits diesel-fueled motor vehicle idling to no more than five minutes. Section 2485 limits idling for diesel-fueled commercial motor vehicles with gross vehicle weight ratings of greater than 10,000 pounds that are or must be licensed to operate on publicly maintained highways and streets within California. Section 2449 limits idling for off-road diesel-fueled

CARB recently adopted various regulations to reduce criteria pollutants including:

- Advanced Clean Cars Program. This program aims to make all new passenger cars, trucks, and SUVs sold in California zero emissions by 2035.

- Advanced Clean Truck Regulation. CARB adopted the Advanced Clean Truck (ACT) Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission (ZE) trucks beginning in 2024. By 2045, every new truck sold in California is required to be ZE.

- Low NOx Heavy-Duty Omnibus Regulation. Adopted in September 2021, the Heavy-Duty Engine and Vehicle Omnibus Regulation (Omnibus Regulation) will significantly increase the stringency of NO_X emissions standards for heavy-duty diesel engines for use in vehicles with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The more stringent NO_X emission standards begin with the 2024 model year engines and become more stringent with 2027 and subsequent model year engines.

- Advanced Clean Fleets Regulation. Adopted in April 2023, the Advanced Clean Fleets Regulation (ACF) requires fleet owners to begin transitioning toward zero emissions vehicles (ZEVs) starting in 2024. Drayage trucks will need to be ZE by 2035, and all other fleet owners have the option to transition a percentage of their vehicles to meet expected ZE milestones,

which gives owners the flexibility to continue operating combustion-powered vehicles as needed during the move toward cleaner technology.

On January 13, 2025, CARB withdrew their requests for CAA waivers from the U.S. EPA needed to support four recently adopted vehicle emissions regulations: (1) the Advanced Clean Fleets Regulations; 2) the In-Use Locomotive Regulations; 3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and 4) part of the Transport Refrigeration Unit Engine Standards Regulations. Therefore, implementation of these regulations is currently unknown.

California Communities Healthy Air and Revitalization Act (SB 535, 2012)

In 2012, SB 535 established funding requirements for certain disadvantaged communities identified using geographic, socioeconomic, public health, and environmental hazard criteria. California Office of Environmental Health Hazard Assessment (OEHHA) has developed CalEnviroScreen 4.0, which is a mapping tool that helps identify California communities designated by the California Environmental Protection Agency (CalEPA) for the purpose of SB 535 that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the State. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores.

According to CalEnviroScreen, the project is located within Census Tract 6037544002, which is within the 83rd percentile. It should be noted that the CalEnviroScreen scores are not an expression of health risk, and do not provide quantitative information on increases in cumulative impacts for specific sites or projects. Further, as a comparative screening tool, the results do not provide a basis for determining when differences between scores are significant in relation to public health or the environment.

Executive Order N-79-20

Signed in September 2020, Executive Order N-79-20 establishes a goal that all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035, where feasible. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new zero emission vehicles (ZEVs) "towards the target of 100 percent." The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

Community Health Protection Program (AB 617, 2017)

The Community Health Protection Program, also known as the Community Air Protection Act, AB 617, was promulgated into state law in 2017. The purpose of this legislation is for CARB to establish the Community Air Protection Program (CAPP). CARB's objective in implementing the CAPP is to reduce human health risk levels by reducing air toxic exposure in communities most impacted by TAC emissions. CARB requires that air districts "must initiate community partnerships and undertake a robust public process in developing and implementing the community emissions reduction

programs." There have been 17 designated communities throughout the state targeting emissions reductions, community monitoring or both. The majority of AB 617 communities have both reduction and monitoring designations. The state legislature has provided a funding mechanism to support early actions allowing for deployment of cleaner technologies for designated communities as well as grants to promote community participation in both the monitoring and emissions reductions aspects of the program. Other aspects of the program include accelerated retrofit of pollution controls on industrial stationary sources, an increase in financial penalties, and increased transparency and availability of emissions and air quality information thereby driving air pollution control efforts statewide with a goal of improved intra-Air District communication and cooperation.

The project site is located within the community of Wilmington, West Long Beach, and Carson (WWLBC) which was designated a CAPP community in 2018. The WWLBC community is impacted by a variety of sources including freight, freeway traffic, port and rail operations, oil and gas production, and refineries. The community has high levels of air pollution exposure and many sensitive receptors, including schools located near air pollution sources, and contains areas designated as disadvantaged communities. The community also experiences high rates of unemployment and poverty. The SCAQMD has partnered with the Community Steering Community (CSC), a diverse group of local residents, employees, business owners, and students, to develop the *Community Emissions Reduction Plan (CERP) for Wilmington, West Long Beach, and Carson*, which outlines commitments and actions to reduce air pollution in the area.

REGIONAL LEVEL

South Coast Air Quality Management Control District

The SCAQMD is one of 35 air quality management districts that have prepared AQMPs to accomplish a five-percent annual reduction in emissions. SCAQMD adopted the 2022 AQMP on December 2, 2022. The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 eight-hour ozone NAAQS-70 parts per billion (ppb) as expeditiously as practicable, but no later than the statutory attainment deadline of August 3, 2038, for the Basin and August 3, 2033, for the Riverside County portion of the Salton Sea Air Basin. The 2022 AQMP incorporates the recently adopted SCAG's *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) and motor vehicle emissions from CARB.

In addition to the 2022 AQMP and its rules and regulations, the SCAQMD publishes the *CEQA Air Quality Handbook*. The SCAQMD *CEQA Air Quality Handbook* provides guidance to assist local government agencies and consultants in developing the environmental documents required by CEQA. With the help of the *CEQA Air Quality Handbook*, local land use planners and other consultants are able to analyze and document how proposed and existing projects affect air quality and should be able to fulfill the requirements of the CEQA review process. The SCAQMD is in the process of developing an *Air Quality Analysis Guidance Handbook* to replace the current *CEQA Air Quality Handbook* approved by the SCAQMD Governing Board in 1993.

The following is a list of SCAQMD rules that are required of construction and operational activities associated with the project:

- Rule 402 (Nuisance) – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the

comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- Rule 403 (Fugitive Dust) – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

    a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

    b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

    c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

    d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

    e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- Rule 1113 (Architectural Coatings) – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

- Rule 1401 (New Source Review of Toxic Air Contaminants) – This rule establishes limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit applicable toxic air contaminants. DPM is a substance listed in Table 1 of the Rule. Therefore, the requirements to allow the construction and use of the new generators are as follows:

    - MICR and Cancer Burden: The cumulative increase in MICR which is the sum of the calculated MICR values for all toxic air contaminants emitted from the new, relocated or modified permit unit will not result in any of the following:

        - an increased MICR greater than one in one million (1.0×10^{-6}) at any receptor location, if the permit unit is constructed without T-BACT;

        - an increased MICR greater than ten in one million (10×10^{-6}) at any receptor location, if the permit unit is constructed with T-BACT;

        - a cancer burden greater than 0.5.

  - Chronic Hazard Index: The cumulative increase in total chronic HI for any target organ system due to total emissions from the new, relocated or modified permit unit owned or operated by the applicant for which applications were deemed complete on or after the date when the risk value for the compound is finalized by the state Office of Environmental Health Hazard Assessment (OEHHA) will not exceed 1.0 at any receptor location.
  - Acute Hazard Index: The cumulative increase in total acute HI for any target organ system due to total emissions from the new, relocated or modified permit unit owned or operated by the applicant for which applications were deemed complete on or after the date when the risk value for the compound is finalized by OEHHA will not exceed 1.0 at any receptor location.

- Rule 1402 (Control of Toxic Air Contaminants From Existing Sources) – This rule reduces the health risk associated with emissions of TACs from existing sources by specifying notification risk levels, action risk levels, and significant risk levels for MICR, cancer burden, and non-cancer acute and chronic HI applicable to total facility emissions. The rule establishes requirements to implement Risk Reduction Plans to achieve specified risk limits, as required by the Hot Spots Act and this rule.

- Rule 1403 (Asbestos Emissions From Demolition/Renovation Activities) – This rule applies to owners and operators of any demolition or renovation activity, and the associated disturbance of asbestos-containing material (ACM), any asbestos storage facility, or any active waste disposal site. This rule includes requirements for activities, handling and clean-up procedures, storage, disposal, and landfill requirements.

- Rule 1415 (Reduction of Refrigerant Emissions from Stationary Air Conditioning Systems) – The purpose of this rule is to reduce emissions of high-global warming potential refrigerants from stationary air conditioning systems by requiring project's to reclaim, recover, or recycle refrigerant and minimize leakage.

- Rule 1466 (Control Of Particulate Emissions from Soils With Toxic Air Contaminants) – This rule applies to projects with earth-moving activities of soil with applicable toxic air contaminants (TACs) that have been identified as contaminants of concern at a site.

- Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines) – This rule applies to stationary compression ignition (CI) engine greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

- Rule 2305 (Warehouse Indirect Source Rule) - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021, to reduce NO_X and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation.

WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

LOCAL LEVEL

City of Long Beach General Plan

The General Plan is a long-range planning document that establishes the goals and policies related to the future and vision of the community. The following policies on improving air quality are applicable to the proposed project:

AIR QUALITY ELEMENT

- Policy 1.1: Coordinate with other jurisdictions in the Air Basin a continuation of the consortium to establish air quality plans and implementation programs where practical.
- Policy 5.1: Improve the balance between jobs and housing to create a more efficient urban form.
- Policy 6-1: Further reduce particulate emissions from roads, parking lots, construction sites, unpaved alleys, and port operations and related uses.
- Policy 7.1: Reduce energy consumption through conservation improvements and requirements.

LAND USE ELEMENT

- Policy 1-3: Require sustainable design strategies to be integrated into public and private development projects.
- Policy 1-4: Require electric vehicle charging stations to be installed in new commercial, industrial, institutional and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment.
- Policy 1-6: Require that new building construction incorporate solar panels, vegetated surface, high albedo surface and/or similar roof structures to reduce net energy usage and reduce the heat island effect.

5.8.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

REGIONAL AIR QUALITY

In its *CEQA Air Quality Handbook*, the SCAQMD has established significance thresholds to assess the impact of project-related air pollutant emissions. Table 5.8-5, *SCAQMD Regional Pollutant Emission Thresholds of Significance*, presents these significance thresholds. There are separate thresholds for short-term construction and long-term operational emissions. A project with daily emission rates below these thresholds is considered to have a less than significant effect on regional air quality.

Table 5.8-5
SCAQMD Regional Pollutant Emission Thresholds of Significance

Phase	Pollutant (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	75	100	550	150	150	55
Operation	55	55	550	150	150	55
CO = carbon monoxide; VOC = volatile organic compounds; NO_X = nitrogen oxides; PM_{10} = particulate matter smaller than 10 microns; $PM_{2.5}$ = particulate matter smaller than 2.5 microns						
Source: Refer to Appendix 11.7.						

LOCAL AIR QUALITY

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (revised July 2008) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with projects. The SCAQMD provides the LST look-up tables for one-, two-, and five-acre projects emitting CO, NO_X, PM_{10}, and $PM_{2.5}$. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways.

Localized CO

In addition, a project would result in a local air quality impact if the project results in increased traffic volumes that would result in an exceedance of the CO ambient air quality standards of 20 parts per million (ppm) for 1-hour CO concentration levels, and 9 ppm for 8-hour CO concentration levels. If the CO concentrations at potentially impacted intersections with the project are lower than the standards, then there is no significant impact. If future CO concentrations with the project are above the standard, then the project would have a significant local air quality impact.

HEALTH RISK THRESHOLDS

SCAQMD recommends that the following air pollution thresholds be used by lead agencies in determining whether the impacts from a project are significant. If the lead agency finds that a project

is likely to exceed the air pollution thresholds, then that project should be considered significant. The TAC thresholds are as follows.

- Cancer Risk: Emit contaminants that result in an incremental increase in carcinogenic health risk equal to or greater than 10 in one million.
- Cancer Burden: Emit contaminants that result in a cancer burden greater than 0.5 excess cancer cases (in areas that equal or exceed one in one million).
- Non-Cancer Risk: Emit contaminants that result in a chronic or acute hazard index greater than or equal to 1.0 (project increment).

Cancer risk impacts are expressed in terms of the incremental increase in developing cancer experienced by the maximally impacted person (resident, worker, student, etc.) over a lifetime due to the TAC exposure. This threshold is an upper-bound incremental probability to determine whether or not a given project has a potentially significant development-specific and cumulative impact and to demonstrate that a new source of TACs does not contribute to a cumulatively significant impact. The 10 in one million standard is a health-protective significance threshold. A risk level of 10 in one million implies a likelihood that up to 10 persons, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of TACs expected for a project over a specified duration of time. This risk would be an excess cancer risk that is in addition to any cancer risk borne by a person not exposed to the air toxics associated with a project.

The SCAQMD has also established non-carcinogenic risk parameters for use in health risk assessments. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). A REL is a concentration at or below which health effects are not likely to occur. The hazard index is calculated by dividing the pollutant concentration by the REL. A hazard index of less than 1.0 means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures of less than 1.0 are considered less than significant.

CUMULATIVE EMISSIONS

The SCAQMD's 2022 AQMP was prepared to accommodate growth, meet State and federal air quality standards, and minimize the fiscal impact that pollution control measures have on the local economy. According to the *CEQA Air Quality Handbook*, project-related emissions that fall below the established construction and operational thresholds should be considered less than significant unless there is pertinent information to the contrary.

If a project exceeds these emission thresholds, the *CEQA Air Quality Handbook* states that the significance of a project's contribution to cumulative impacts should be determined based on whether the rate of growth in average daily trips exceeds the rate of growth in population.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-1);

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 (refer to Impact Statements AQ-2);

c) Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statements AQ-3).

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.8.4 IMPACTS AND MITIGATION MEASURES

CONSISTENCY WITH REGIONAL PLANS

AQ-1 WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?

Impact Analysis: On December 2, 2022, the SCAQMD Governing Board adopted the 2022 AQMP. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. Additionally, the 2022 AQMP utilized information and data from the SCAG and the 2020-2045 RTP/SCS. The SCAQMD considers projects that are consistent with the 2022 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

Criteria for determining consistency with the 2022 AQMP are defined by the following indicators:

CRITERION 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized pollutant concentrations associated with the CAAQS and NAAQS is used as the basis for evaluating project consistency. As discussed under Impact Statement AQ-3, the localized concentration of CO, NO_X, PM_{10}, and $PM_{2.5}$ would be less than significant during project construction and operations. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations. Because ROGs are not a criteria pollutant, there is no ambient standard or localized threshold of ROGs. Due to the role ROG plays in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established. As such, the project would not cause or contribute

to localized air quality violations or delay the attainment of air quality standards or interim emissions reductions specified in the 2022 AQMP.

b) Would the project cause or contribute to new air quality violations?

As discussed below under Impact Statements AQ-2 and AQ-3, the project would result in emissions that would be below the SCAQMD's thresholds for regional and localized emissions. Therefore, the project would not have the potential to cause or affect a violation of the ambient air quality standards with mitigation incorporated.

c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

The project would result in less than significant impacts with regard to localized concentrations during operations. As such, the project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions.

CRITERION 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on the attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the two criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

A project is consistent with the 2022 AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the 2022 AQMP. In the case of the 2022 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the General Plan, SCAG's regional growth forecast, and SCAG's 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS also provides socioeconomic forecast projections of regional population growth.

According to the *City of Long Beach Zoning and Land Use App*, the project site has a PlaceType designation of Industrial (I) and is zoned PD-26 (Subarea III).[1] Based on the General Plan Land Use Element, the I PlaceType is reserved for manufacturing, processing, construction and heavy equipment yards, warehousing of products, research and development, creation of prototypes and a broad range of similar industrial practices and processes. Therefore, the project would be consistent with the land use designation.

[1] City of Long Beach, *City of Long Beach Zoning and Land Use App,* https://longbeachca.maps.arcgis.com/apps/webappviewer/index.html?id=17b68e7082ef4a4ea8ba6b0d04729758, accessed January 22, 2026.

It is anticipated that up to 450 employees could be employed at the project site, split into multiple work shifts. Typically, future employees would already reside within the City and surrounding area and commute to work. Nonetheless, conservatively assuming that all (up to 450) new employees and their families relocate from outside of the City, the project could induce population growth in a local context by introducing up to 1,170 persons based on the City's (2026) average household size of 2.60.[2] This potential population growth associated with the project (1,170 persons) would represent an approximately 0.26 percent increase over the City's population as of July 1, 2024 (450,901 persons), which is the latest data available.[3] Therefore, given the nominal increase the City's population generated by the project, the project's potential growth-inducing impacts would be considered less than significant. Further, projected employment and population growth associated with buildout of the site under the existing I PlaceType and PD-26 (Subarea III) zoning were already contemplated and planned for in the local and regional contexts (e.g., General Plan and SCAG 2020-2045 RTP/SCS). Thus, the project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity. As the SCAQMD has incorporated these same projections into the 2022 AQMP, the project would be consistent with the projections.

It is also noted that the project's construction and operational air emissions would not exceed SCAQMD regional thresholds, and localized emissions during construction and operations would also not exceed SCAQMD LST thresholds. The project would also be required to comply with the appliable SCAQMD emission reduction measures such as Rule 403. As such, the project would not result in or cause NAAQS or CAAQS violations. A less than significant impact would occur with regard to the project's consistency with the 2022 AQMP.

b) Would the project be consistent with the land use planning strategies set forth in the AQMP?

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. As discussed above, the project would be consistent with the site's General Plan land use designation and zoning. As such, the proposed project meets this AQMP consistency criterion.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with a project's long-term influence on the Basin's air quality. The project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Also, the project would be consistent with the 2022 AQMP goals. As discussed above, the project's long-term influence would also be consistent with the SCAQMD and SCAG goals and policies and is, therefore, considered consistent with the 2022 AQMP. Impacts associated with compliance with the 2022 AQMP would be less than significant.

Mitigation Measures: No mitigation measures are required

Level of Significance: Less Than Significant Impact.

[2] U.S. Census Bureau, *QuickFacts, Long Beach city, California*, https://www.census.gov/quickfacts/fact/table/longbeachcitycalifornia#, accessed March 12, 2026.

[3] Ibid.

PROJECT-RELATED EMISSIONS

AQ-2 WOULD THE PROJECT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANTS FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?

Impact Analysis:

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

Short-term air quality impacts are predicted to occur during grading and construction activities associated with the project implementation. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

Construction of the project is anticipated to last for approximately 19 months. Project construction would result in temporary emissions resulting from demolition, site preparation, grading, building construction, paving, and architectural coating applications. During grading activities, earthwork would be balanced on-site. Emissions for each construction phase have been quantified based upon the phase duration and equipment types. The analysis of daily construction emissions was prepared using California Emission Estimator Model (CalEEMod, version 2022.1). Refer to Appendix 11.7 for the CalEEMod outputs and results. Table 5.8-6, *Maximum Daily Construction Emissions*, presents the project's anticipated daily short-term construction emissions.

Table 5.8-6
Maximum Daily Construction Emissions

Emissions Source	Pollutant (pounds per day)[1,2]					
	ROGs	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1	3.21	31.21	29.77	0.09	21.13	11.30
Year 2	3.02	25.67	28.30	0.06	10.51	4.67
Year 3	49.13	12.15	22.77	0.04	2.94	0.94
Maximum Daily Emissions	***49.13***	***31.21***	***29.77***	***0.09***	***21.13***	***11.30***
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
SCAQMD Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
[1] Emissions were calculated using CalEEMod version 2022.1, as recommended by the SCAQMD. As certain pollutants would be higher in the winter versus summer months, the higher emissions between the two seasons are presented as a conservative analysis.
[2] Construction emissions were modeled starting in year 2026. Although it is unlikely that construction activities would start in year 2026, the earlier start year provides a conservative estimate of construction emissions. Emission factors for off-road equipment and on-road vehicles are expected to decrease over time due to increasingly stringent regulatory standards and fleet turnover. Therefore, modeling construction in a later year would result in lower emissions estimates.
[3] SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

Source: Refer to Appendix 11.7 for assumptions used in this analysis.

Fugitive Dust Emissions

Fugitive dust (PM_{10} and $PM_{2.5}$) from grading and construction is expected to be short-term and would cease following project completion. Most of this material is composed of inert silicates, which are less harmful to health than the complex organic particulates released from combustion sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. The greatest amount of fugitive dust generated is expected to occur during demolition; refer to Appendix 11.7. Dust generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular concern is the amount of PM_{10} generated as a part of fugitive dust emissions.

CalEEMod was used to calculate PM_{10} and $PM_{2.5}$ fugitive dust emissions as part of the site earthwork activities; refer to Table 5.8-6. Maximum particulate matter emissions would occur during the initial stages of construction when grading activities would occur. As detailed in Table 5.8-6, maximum daily construction-related PM_{10} and $PM_{2.5}$ emissions would not exceed SCAQMD thresholds. Impacts would be less than significant in this regard.

Construction Equipment and Worker Vehicle Exhaust Emissions

Exhaust emissions would be generated by the operation of vehicles and equipment on the site, such as graders, dozers, pavers, loaders, scrapers, and trucks. The majority of construction equipment and vehicles would be diesel-powered, which tends to be more efficient than gasoline-powered equipment. Diesel-powered equipment produces lower CO and hydrocarbon emissions than gasoline equipment but produces greater amounts of NO_X, SO_X, and particulates per hour of activity. The transportation of machinery, equipment, and materials to and from the site, as well as construction worker trips, would also generate vehicle emissions during construction. However, as presented in Table 5.8-6, construction equipment and worker vehicle exhaust emissions would not exceed the SCAQMD thresholds. Impacts would be less than significant in this regard.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113, *Architectural Coating*, all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.[4] ROG emissions associated with the project would be less than significant; refer to Table 5.8-6.

Total Daily Construction Emissions

As summarized above and indicated in Table 5.8-6, construction emissions would not exceed SCAQMD thresholds. As such, construction emissions would be less than significant.

[4] South Coast Air Quality Management District, *Rule 1113 Architectural Coatings*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed March 24, 2026.

Asbestos

Pursuant to guidance issued by the Governor's Office of Land Use and Climate Innovation State Clearinghouse, lead agencies are encouraged to analyze potential impacts related to naturally occurring asbestos. Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released into the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties of the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. According to the California Department of Conservation Division of Mines and Geology, the site is not located in an area where naturally occurring asbestos is likely to be present.[5] Therefore, no impacts are anticipated to result in this regard.

LONG-TERM (OPERATIONAL) AIR EMISSIONS

Project operational emissions would be generated by area sources (e.g., landscape maintenance equipment, architectural coatings, etc.), energy sources, mobile sources (i.e., motor vehicle use), stationary sources (i.e., emergency generator and electric fire pump), and off-road equipment. Table 5.8-7, *Long-Term Operational Emissions*, presents the long-term operational emissions attributable to the project. Refer to Appendix 11.7 for assumptions used in this analysis.

Area Source Emissions

Area source emissions are generated from consumer products, architectural coating, and landscaping equipment. Area source emissions are as described below.

- *Architectural Coatings:* As part of project maintenance, architectural coatings on the project building would emit emissions from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings.
- *Consumer Products:* Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these

[5] California Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000, https://ww3.arb.ca.gov/toxics/asbestos/ofr_2000-019.pdf, accessed March 24, 2026.

products contain organic compounds, which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

- *Landscape Maintenance Equipment:* Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site.

As shown in Table 5.8-7, area source emissions would not exceed SCAQMD thresholds.

Table 5.8-7
Long-Term Operational Emissions

Emissions Source[1]	Pollutant (pounds per day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	10.39	0.12	14.44	<0.01	0.03	0.02
Energy[2]	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	3.67	11.44	36.08	0.16	10.67	2.86
Off-Road (Forklifts)[3,4]	0.01	0.08	1.07	<0.01	<0.01	<0.01
Emergency Backup Generator[3]	0.67	1.86	1.70	0.00	0.10	0.10
Electric Fire Pump[5]	0.00	0.00	0.00	0.00	0.00	0.00
Total Project Emissions	***14.74***	***13.50***	***53.29***	***0.16***	***10.80***	***2.98***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
SCAQMD Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1 Emissions were calculated using CalEEMod version 2022.1, as recommended by the SCAQMD, with the exception of off-road (forklifts) and emergency backup generator emissions. As certain pollutants would be higher in the winter versus summer months, the higher emissions between the two seasons are presented as a conservative analysis.
2 The project would not utilize natural gas. Therefore, energy emissions represent electricity usage which does not generate criteria pollutant emissions.
3 Emissions were calculated with CARB OFFROAD 1.1.2.
4 Emissions were calculated for one forklift operating for eight hours per day.
5 Emissions for an electric fire pump do not produce criteria pollutant emissions.

Refer to Appendix 11.7 for assumptions used in this analysis.

Energy Source Emissions

Energy source emissions are typically generated from natural gas consumption. However, the project would not utilize natural gas and would not include any natural gas distribution or infrastructure lines. The project would be an electric-only development. Electricity would be used for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Although the project would consume electricity, electricity would be produced off-site at regional power generation facilities and therefore would not generate on-site criteria pollutants. Project electricity consumption would only generate off-site greenhouse gas emissions; refer to Section 5.9, *Greenhouse Gas Emissions*. As shown in Table 5.8-7, the project would not generate energy source emissions.

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents

readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. This model predicts ROG, CO, SO_X, NO_X, PM_{10}, and $PM_{2.5}$ emissions from motor vehicle traffic associated with new development; refer to Appendix 11.7. Analysis of mobile emissions is based primarily upon the *3800 Via Oro Long Beach Traffic Impact Assessment* (Traffic Impact Assessment) prepared by Kimley-Horn and Associates, Inc., dated February 2026. According to the Traffic Impact Assessment, the project would generate 1,250 total daily trips, which includes 144 daily truck trips. An average distance of 20 miles was assumed for one-way trucks trips. Table 5.8-7 presents the anticipated mobile source emissions. It should be noted that these estimates represent gross emissions for the project and do not account for any emissions reductions from the current on-site use. As shown in Table 5.8-7, mobile source emissions would not exceed SCAQMD thresholds.

Off-Road Equipment Emissions

Operational off-road emissions would be generated by off-road cargo handling equipment used during project operational activities. Although the project is a speculative warehouse development and the end user is unknown, it was conservatively assumed that the project would use one diesel forklift. As shown in Table 5.8-7, the diesel forklift would generate ROG, NO_X, and CO emissions which would not exceed SCAQMD thresholds.

Emergency Backup Generators

A warehouse will typically require one backup generator, to be used in the event of a power failure and would not be part of the project's normal daily operations. Nonetheless, emissions resulting from periodic testing and maintenance of the generator (typically one day per month for a minimum of a quarter hour but can be up to approximately 4 hours) were included to be conservative.

Emissions from the emergency backup generator for the warehouse were calculated separately from CalEEMod; refer to Appendix 11.7. Tier 4 final standard emission limits were used. The end user would be required to obtain permits to construct and operate from the SCAQMD. Emergency backup generators must comply with applicable SCAQMD rules, including but not limited to Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions. As shown in Table 5.8-7, emergency backup generator emissions would not exceed SCAQMD thresholds.

Electric Fire Pump

The project would include an emergency electric fire pump. Because the fire pump would operate using electricity rather than natural gas or diesel fuel, it would not generate criteria air pollutant emissions. Operation of the electric fire pump would be limited to emergency conditions and periodic testing. Testing events would draw electricity from the grid and would not involve on-site combustion. As a result, the emergency electric fire pump would not generate criteria pollutant emissions; refer to Table 5.8-7.

Operational Emissions Conclusion

As shown in Table 5.8-7, the project's operational emissions would not exceed the SCAQMD regional thresholds for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Therefore, a less than significant impact would occur in this regard.

CONCLUSION

As shown in Table 5.8-6 and Table 5.8-7, the project would not result in significant short- or long-term air quality impacts. The project's emissions would not exceed the SCAQMD's adopted construction and operational thresholds. In addition, pursuant to SCAQMD Rule 2305, all warehouses over 100,000 square feet, including the proposed development, are required to implement emission reduction measures related to warehouse operations and mobile sources. Compliance with SCAQMD Rule 2305 would further reduce criteria pollutants, specifically NO_X and particulate matter emissions. As discussed above under Impact Statement AQ-1, the project would be consistent with the 2022 AQMP. Therefore, the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result, operational air quality impacts would be less than significant.

AIR QUALITY HEALTH IMPACTS

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individuals [e.g., age, gender]). In particular, O_3 precursors VOCs and NO_X affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of non-attainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As the SCAQMD has explained, it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form.[6] Further, as the San Joaquin Valley Air Pollution Control District has acknowledged, currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.[7]

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in the ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at the highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health

[6] South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

[7] San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. As such, for the purpose of this analysis, since the project would not exceed SCAQMD regional thresholds for operational air emissions, the project would also result in less than significant air quality health impacts.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LOCALIZED EMISSIONS

AQ-3 WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

Impact Analysis:

LOCALIZED SIGNIFICANCE THRESHOLDS

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised October 2009]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level projects. The SCAQMD provides the LST look-up tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project site is located within SRA 4 (South Coastal LA County).

Sensitive Receptors

To assess the potential for long-term operational and short-term construction emission impacts, the closest receptor locations were identified as representative locations for the analysis. Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors;" they are also known to be locations where an individual can remain for 24 hours. The closest sensitive receptor is the Rancho Dominguez Preparatory School located approximately 920 feet (280 meters) to the northwest of the project site.

Construction

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day.[8] SCAQMD provides LST thresholds for one-, two, and five-acre site disturbance areas; SCAQMD does not provide a LST threshold over five acres. The project would actively disturb approximately four acres per day during the grading phase of

[8] The number of acres represent the total acres traversed by grading equipment. In order to properly grade a piece of land, multiple passes with equipment may be required. The disturbance acreage is based on the equipment list and days of the grading phase according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday.

construction. Therefore, the LST thresholds for four acres were interpolated and utilized in this analysis. As previously noted, the closest sensitive receptor is the Rancho Dominguez Preparatory School located approximately 920 feet (280 meters) to the northwest of the project site. Therefore, the project-specific 280-meter LST thresholds were established by interpolation of published values for 200 and 500 meters. Table 5.8-8, *Construction Localized Significance Emission Summary*, identifies the localized construction emissions at the sensitive receptor nearest to the project site. As shown in Table 5.8-8, localized on-site construction emissions would not exceed the SCAQMD LSTs thresholds. A less than significant impact would occur.

Table 5.8-8
Construction Localized Significance Emissions Summary

Phase	Emissions (pounds per day)[1,2,4]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition (Year 1)	20.65	19.01	11.42	2.38
Site Preparation (Year 1)	29.16	28.81	20.90	11.25
Grading (Year 1)	27.23	27.57	10.32	4.69
Grading (Year 2)	25.58	27.28	10.25	4.61
Building Construction (Year 2)	9.39	12.94	0.34	0.31
Building Construction (Year 3)	8.92	12.94	0.30	0.28
Paving (Year 3)	6.63	9.91	0.26	0.24
Architectural Coating (Year 3)	0.81	1.12	0.02	0.01
Maximum Daily Emissions	***29***	***29***	***21***	***11***
SCAQMD Localized Threshold[3]	*140*	*5,293*	*111*	*57*
Threshold Exceeded?	**No**	**No**	**No**	**No**

Notes: NO_X = nitrous oxide; CO = carbon monoxide; PM_{10} = particulate matter smaller than 10 microns; $PM_{2.5}$ = particulate matter smaller than 2.5 microns

Notes:
1 Emissions were calculated using CalEEMod version 2022.1, as recommended by the SCAQMD. As certain pollutants would be higher in the winter versus summer months, the higher emissions between the two seasons are presented as a conservative analysis.
2 Construction emissions were modeled starting in year 2026. Although it is unlikely that construction activities would start in year 2026, the earlier start year provides a conservative estimate of construction emissions. Emission factors for off-road equipment and on-road vehicles are expected to decrease over time due to increasingly stringent regulatory standards and fleet turnover. Therefore, modeling construction in a later year would result in lower emissions estimates.
3 The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold reflects the interpolated four-acre threshold, the distance to sensitive receptors (280 meters), and the source receptor area (SRA 4).
4 SCAQMD Rule 403 Fugitive Dust applied in CalEEMod. Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

Source: Refer to Appendix 11.7 for assumptions used in this analysis.

Operations

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). Therefore, this analysis reflects operational localized emissions for the proposed warehouse. Although the project site is approximately 13.59 acres, the 4-acre LST values were used, which is conservative as it evaluates the emissions generated by the project as if occurring on a smaller site, thereby compressing the distance from source to receptor. Additionally, as noted above, the nearest sensitive

receptor is the Rancho Dominguez Preparatory School located approximately 920 feet (280 meters) to the northwest of the project site. Therefore, the project-specific 280-meter LST thresholds were established by interpolation of published values for 200 and 500 meters.

Table 5.8-9, *Operational Localized Significance Emissions Summary*, identifies the localized operational emissions at the sensitive receptor nearest to the project site. The emissions shown in Table 5.8-9 conservatively include on-site stationary sources (emergency backup generator), on-site off-road equipment (forklift), and 12 percent of the project-related mobile sources, since a portion of mobile sources would include trucks idling on-site. As shown in Table 5.8-9, localized on-site operational emissions would not exceed the SCAQMD LST thresholds. A less than significant impact would occur.

Table 5.8-9
Operational Localized Significance Emissions Summary

Activity	Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions[1]	3.43	21.54	1.41	0.46
SCAQMD Localized Threshold[2]	*140*	*5,293*	*27*	*14*
Threshold Exceeded?	**No**	**No**	**No**	**No**

Notes: NO_X = nitrous oxide; CO = carbon monoxide; PM_{10} = particulate matter smaller than 10 microns; $PM_{2.5}$ = particulate matter smaller than 2.5 microns

Notes:
1 On-site sources include area emissions, forklift emissions, emergency back-up generator emissions, and mobile emissions (assuming 12 percent of mobile emissions occur on-site).
2 The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold reflects the interpolated four-acre threshold, the distance to sensitive receptors (280 meters), and the source receptor area (SRA 4).

Source: Refer to Appendix 11.7 for assumptions used in this analysis.

CARBON MONOXIDE HOTSPOTS

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The Basin is designated as an attainment/maintenance area for the federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[9] CO emissions have continued to decline since this time. The Basin was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner-burning fuels, and motor vehicle inspection/maintenance programs.

[9] United States Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed by March 25, 2026.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for the SCAQMD's *2003 Air Quality Management Plan*, which is the most recent AQMP that addresses CO concentrations. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in comparison to the project since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections within the City near the project site due to the comparatively low volume of traffic (1,250 daily trips, 166 a.m. peak hour trips, and 176 p.m. peak hour trips) that would occur as a result of project implementation. Furthermore, the highest hourly recorded CO value in the project vicinity between 2022 and 2024 was 3.512 ppm, which is well below the 35-ppm 1-hour CO federal standard; refer to Table 5.8-2. Therefore, impacts would be less than significant in this regard.

CARCINOGENIC AND NON-CARCINOGENIC RISK

A Health Risk Assessment was prepared for the proposed project to evaluate health risks associated with diesel particulate matter (DPM) from project construction and operations; refer to Appendix 11.7. Table 5.8-10, *Carcinogenic Risk Assessment*, shows the health risk results from DPM exposure during project construction and operations, as well as the construction and operations combined scenario. Operations would commence following construction, and construction would not overlap with operations. The analysis calculates risk based on exposure to construction concentrations during the initial 19 months of the exposure duration and operational concentrations for the remainder of the exposure duration. As shown in Table 5.8-10, project operations would result in the highest cancer risk. Specifically, project operations would result in a maximum cancer risk of 0.41 in one million at the nearest residential receptors, 0.02 in one million at the nearest student receptors, and 0.11 in one million at the nearest worker receptors. Therefore, the SCAQMD threshold of 10 in one million would not be exceeded at the nearest receptors. Additionally non-cancer risks from construction and operations would be below the SCAQMD threshold of 1.0 and cancer burden would not exceed the one million cancer risk isopleth; refer to Appendix 11.7. Therefore, health risk impacts would be less than significant.

Table 5.8-10
Carcinogenic Risk Assessment

Exposure Scenario	Cancer Risk (per Million)[1,2]	Significance Threshold (per Million)	Risk Exceeds Threshold?
Construction			
Single-Family Residential	0.01	10	No
Student Receptor (Rancho Dominguez Preparatory School)	<0.01	10	No
Worker Receptor (3900 Via Oro Avenue)	<0.01	10	No

Operations			
Single-Family Residential	0.41	10	No
Student Receptor (Rancho Dominguez Preparatory School)	0.02	10	No
Worker Receptor (3900 Via Oro Avenue)	0.11	10	No
Construction and Operations Combined			
Single-Family Residential	0.30	10	No
Student Receptor (Rancho Dominguez Preparatory School)	0.02	10	No
Worker Receptor (3900 Via Oro Avenue)	0.10	10	No

NA = Not Applicable
Notes:
[1] The reported annual pollutant concentration is at the closest maximally exposed individual resident (MEIR) to the project site.
[2] The cancer risk conservatively assumes that forklifts would be diesel powered.
Source: Refer to Appendix 11.7 for assumptions used in this analysis.

AB 617 CONSISTENCY

Discussion of the project's consistency with AB 617 is provided for informational purposes only and demonstrates how the project would comply with legislation regarding reduction of air pollution in disadvantaged communities. Under AB 617, the CERP for the WWLBC community was approved in September of 2020.

The CERP identifies two actions to reduce impacts from neighborhood truck traffic. The first is to reduce truck idling. The project is subject to the CARB ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling limits and Section 2485 and Section 2449 of Title 13 of the California Code of Regulations, which require idling limits that would advance the CERP goal of addressing impacts from neighborhood truck traffic. With implementation of Mitigation Measure AQ-1, the project would limit truck idling to two minutes, which is more stringent than the current CARB regulations allowing up to 5 minutes per idling occurrence.

The second action identified is to reduce emissions from heavy-duty trucks. The project incorporates design features that support this goal, including routing truck traffic through industrial areas instead of neighborhoods with sensitive land uses.

The CERP also identified four actions to reduce impacts to schools, including public outreach, reducing exposure to harmful pollution at schools, reducing exposure to harmful pollution at homes, and increasing green space in areas where people spend time. The project would not include public outreach, however, as discussed above, the project would not result in significant impacts to nearby sensitive land uses, including schools. The project's routing of truck routes through industrial areas rather than neighborhoods would reduce exposure to harmful pollution at schools and homes. Limiting truck idling through Mitigation Measure AQ-1 would further reduce exposure to harmful pollution at homes and schools. Therefore, the project would be consistent with the CERP and AB 617.

Mitigation Measures:

AQ-1 The project Applicant shall ensure all construction vehicle idling times are limited to a maximum of two (2) minutes per occurrence and location, both on- and off-site, to reduce

localized air quality impacts. Clear signage shall be posted for construction workers at all entrances to the site and in all designated staging areas, stating that idling time is restricted to a maximum of two (2) minutes, and shall be verified by the City of Long Beach Community Development Department (City). The signage requirement shall also be indicated on project plans, subject to City approval.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.8.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis,* cumulative projects are situated in the project vicinity.

CUMULATIVE CONSISTENCY WITH APPLICABLE AIR QUALITY PLAN

- **WOULD THE PROJECT, COMBINED WITH OTHER CUMULATIVE PROJECTS, CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Future related projects would be required to analyze project-level consistency with applicable air quality plans, including the 2022 AQMP. As analyzed above, operational concentrations of criteria air pollutants of the project would not exceed SCAQMD thresholds. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations. Further, the project would be consistent with the SCAQMD and SCAG's goals and policies; refer to Table 5.9-3, *Consistency with the 2024-2050 RTP/SCS*. In addition, the growth anticipated by the project would be consistent with SCAG's growth forecast and therefore is consistent with the 2022 AQMP. As such, impacts associated with the project in this regard would not be cumulatively considerable. Cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CUMULATIVE AIR EMISSIONS

- **WOULD THE PROJECT, COMBINED WITH OTHER CUMULATIVE PROJECTS, RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANTS FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis:

SHORT-TERM CONSTRUCTION EMISSIONS

The SCAQMD recommends neither quantified analyses of cumulative construction emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. The SCAQMD significance thresholds for construction are intended to meet the objectives of the 2022 AQMP to ensure the NAAQS and CAAQS are not exceeded. As the City does not have complete control over the timing or sequencing of cumulative projects in the project vicinity, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. Future cumulative projects would also be required to analyze construction emission impacts on a project-level under CEQA and implement mitigation as needed.

As indicated in Table 5.8-6, the project would not result in short-term air quality impacts as the project-level emissions would not exceed the SCAQMD's regional construction threshold. Therefore, the project would not result in cumulatively considerable impacts with regards to regional short-term construction air quality emissions.

LONG-TERM OPERATIONAL EMISSIONS

The SCAQMD has established a methodological framework and associated significance thresholds to evaluate a project's contribution to cumulative operational air quality impacts. Under this framework, the SCAQMD regional significance thresholds are used to determine whether project emissions would represent a cumulatively considerable contribution to existing air quality conditions within the Basin. These thresholds are based on the NAAQS and CAAQS and are tied to the attainment objectives of the 2022 AQMP, which incorporates regional growth forecasts prepared by SCAG. Therefore, the determination of cumulative air quality impacts is based on whether a project's emissions exceed the SCAQMD regional significance thresholds, rather than solely on consistency with regional growth projections.

As shown in Table 5.8-7, the project's regional operational emissions would not exceed SCAQMD's thresholds for any criteria pollutant or precursor. In addition, cumulative projects would be required to evaluate project-specific operational emissions under CEQA, demonstrate compliance with applicable SCAQMD thresholds, and apply mitigation, as necessary. Therefore, the project would not result in cumulatively considerable impacts with regards to regional long-term operational air quality emissions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CUMULATIVE LOCALIZED EMISSIONS

- **WOULD THE PROJECT, COMBINED WITH OTHER CUMULATIVE PROJECTS, EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Cumulative localized impacts are evaluated by determining whether project-generated emissions would make a cumulatively considerable contribution to localized emissions of criteria pollutants, TACs, or CO at nearby sensitive receptors. As shown in Table 5.8-8 and Table 5.8-9, the project's localized construction and operational emissions would not exceed SCAQMD's significance thresholds for any criteria pollutant or precursor. In addition, cumulative projects would be required to evaluate project-specific construction and operational emissions under CEQA,

demonstrate compliance with applicable SCAQMD thresholds, and apply mitigation, as necessary. Therefore, the project, combined with other cumulative projects, would not expose sensitive receptors to substantial cumulative criteria pollutant concentrations.

With respect to construction and operational TACs, the project would not exceed SCAQMD health risk significance thresholds for cancer and non-cancer risks. The SCAQMD health risk significance thresholds determine whether or not a given project has a potentially significant development-specific and cumulative impact and to demonstrate that a new source of TACs does not contribute to a cumulatively significant impact. The project would also implement Mitigation Measure AQ-1 which would reduce truck idling and the associated TACs. Consequently, the project would not result in a cumulatively considerable increase in health risk when combined with emissions from cumulative projects.

Localized CO conditions in the project area are also well below applicable standards. Ambient CO monitoring data indicates that the highest 1-hour CO concentration recorded in the project vicinity between 2022 and 2024 was 3.512 ppm, which is well below the federal 1-hour CO standard of 35 ppm; refer to Table 5.8-2. Therefore, project mobile source emissions, when combined with cumulative mobile source emissions, would not create CO hotspots.

Additionally, ongoing implementation of emission reduction technologies, regulatory programs, and planning strategies on a regional basis would further reduce emissions over time from both the project and cumulative projects. Based on consistency with the SCAQMD's 2022 AQMP and compliance with SCAQMD thresholds, the project, in combination with cumulative projects, would not result in significant cumulative construction or operational air quality impacts. Accordingly, cumulative construction and operational air quality impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure AQ-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.8.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to air quality have been identified.

5.9 Greenhouse Gas Emissions

5.9 GREENHOUSE GAS EMISSIONS

This section evaluates greenhouse gas (GHG) emissions associated with the proposed project and analyzes project compliance with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs. This section is primarily based upon the following technical study; refer to Appendix 11.8, *Greenhouse Gas and Energy Assessment*:

- *3800 Via Oro Project Greenhouse Gas Emissions and Energy Assessment*, prepared by Kimley-Horn and Associates, Inc., dated September 2026.

5.9.1 EXISTING SETTING

The City of Long Beach (City) lies within the western portion of the South Coast Air Basin (Basin). The Basin is a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The Basin's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

SCOPE OF ANALYSIS FOR CLIMATE CHANGE

The study area for climate change and the analysis of GHG emissions is broad as climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by *CEQA Guidelines* Section 15064(d), which directs lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact which may be caused by the project.

The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities that have grown more than 90 percent between 1970 and 2014.[1] The State of California is leading the nation in managing GHG emissions. Accordingly, the impact analysis for this project relies on guidelines, analyses, policy, and plans for reducing GHG emissions established by the California Air Resources Board (CARB), as well as local agencies.

[1] International Panel on Climate Change, *Climate Change 2014 Synthesis Report*, https://www.ipcc.ch/site/assets/uploads/2018/02/SYR_AR5_FINAL_full.pdf, accessed March 26, 2026.

GLOBAL CLIMATE CHANGE – GREENHOUSE GASES

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."[2] The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHG in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide (CO_2). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a global warming potential for each GHG based on its ability to absorb and re-radiate long wave radiation. Table 5.9-1, *Description of Greenhouse Gases*, describes the primary GHGs attributed to global climate change, including their physical properties.

Table 5.9-1
Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO_2 is variable because it is readily exchanged in the atmosphere. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O is 298.
Methane (CH_4)	CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH_4 include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH_4 is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs ranges from 124 for HFC-152 to 14,800 for HFC-23.

[2] The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

Greenhouse Gas	Description
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF_6 is 23,900.
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF_3)	NF_3 was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacturing for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.

Source: Refer to Appendix 11.8.

5.9.2 REGULATORY SETTING

FEDERAL LEVEL

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Federal Clean Air Act. In April 2007, in *Massachusetts v. EPA*, the U.S. Supreme Court directed the Administrator of the U.S. Environmental Protection Agency (U.S. EPA) to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the U.S. EPA Administrator was directed to follow the language of Section 202(a) of the Federal Clean Air Act (FCAA). In December 2009, the Administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the FCAA:

> Elevated concentrations of GHGs - CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."

> The combined emissions of GHGs - CO2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the FCAA.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.

Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create separate fuel economy standard for work trucks.

Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Additional provisions of the Energy Independence and Security Act (EISA) address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

U.S. Environmental Protection Agency Endangerment Finding. The U.S EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions. As of August 2025, the U.S. EPA has released a proposal to rescind the Endangerment Finding but there has been no formal decision.

Federal Vehicle Standards. In response to the U.S. Supreme Court ruling discussed above, the George W. Bush Administration issued Executive Order 13432 in 2007 directing the U.S. EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy

standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017 to 2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022 to 2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014 to 2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In March 2020, the U.S. EPA and NHTSA adopted the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. The SAFE Vehicles Rule sets tough but feasible fuel economy and CO_2 standards that increase 1.5 percent in stringency each year from model years 2021 through 2026. In December 2021, the U.S. EPA finalized federal GHG emissions standards for passenger cars and light trucks for Model Years 2023 through 2026. These standards apply to both passenger cars and light trucks and will continue the nation's progress toward energy independence and GHG reduction, while recognizing the realities of the marketplace and consumers' interest in buying vehicles that meet all of their diverse needs.

STATE LEVEL

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

California Air Resources Board. The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various Statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of carbon dioxide equivalent (CO_2e) in the world and produced 369 million gross metric tons (MMT) of CO_2e in 2020. The transportation sector is the State's largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly

Bill (AB) 32 California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation but also provide GHG reductions. This section describes the major legislation related to GHG emissions reduction.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500-38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020.

Assembly Bill 1279 (The California Climate Crisis Act). AB 1279 establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies.

CARB Scoping Plan. On December 15, 2022, CARB adopted the 2022 *Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies for achieving carbon neutrality by 2045 or earlier based on AB 1279. The 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the State's GHG emissions, as well as their role in achieving carbon neutrality.

- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

CARB Advanced Clean Truck Regulation. CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.

Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers, and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

On June 12, 2025, a federal resolution was signed that revoked the U.S. EPA waiver that allowed California agencies to enforce the Advanced Clean Truck initiative. Adherence to the Advanced Clean Truck Regulation, although unenforceable, continues in part through voluntary agreements between manufacturers and CARB, such as the 2023 Clean Truck Partnership.

Senate Bill 32 (SB 32). Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Senate Bill 375. Acknowledging the relationship between land use planning and transportation sector GHG emissions, SB 375 was passed by the State Assembly on August 25, 2008, and signed by the Governor on September 30, 2008. The legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions can be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each Metropolitan Planning Organization (MPO) is required to adopt a Sustainable Communities Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled (VMT) and trips so the region can meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the MPO is required to prepare

an alternative planning strategy that shows how the GHG emissions reduction target can be achieved through alternative development patterns, infrastructure, and/or transportation measures.

Senate Bill 1368 (Emission Performance Standards). SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO_2 per megawatt-hour.

SB 1078, SB 107, and SBX1-2 (Renewable Electricity Standards). SB 1078 (2002) requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, Executive Order S-14-08 established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. SBX1-2, which codified the 33 percent by 2020 goal.

Assembly Bill 1493. AB 1493 (also known as the Pavley Bill), enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards passenger vehicle and light duty truck model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025.

Assembly Bill 398 (Market-Based Compliance Mechanisms). The Cap-and-Trade program covers approximately 80 percent of California's GHG emissions. The statewide cap for GHG emissions from the capped sectors (i.e., electricity generation, industrial sources, petroleum refining, and cement production) commenced in 2013 and would decline approximately three percent each year, achieving GHG emission reductions throughout the program's duration. Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

Assembly Bill 1346 (Air Pollution: Small Off-Road Engines). Signed into law in October 2021, AB 1346 requires CARB to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for

commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

Executive Orders Related to GHG Emissions

California's Executive Branch has undertaken multiple actions to reduce GHG emissions through executive orders. While these executive orders do not, by themselves, establish regulatory requirements, they articulate the State's climate policy priorities and provide direction to state agencies in developing and implementing GHG reduction programs and regulations.

Executive Order S-1-07. Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of Statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

By 2010, reduce GHG emissions to 2000 levels;

By 2020, reduce GHG emissions to 1990 levels; and

By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-13-08. Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of the State's first climate adaptation strategy. This Executive Order results in consistent guidance from experts on how to address climate change impacts in the State of California.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Issued on September 23, 2020, Executive Order N-79-20 established a goal to end the sales of new internal combustion engine vehicles in the state as soon as possible, and no later than 2035, and continue to phaseout fossil-fueled cars and trucks. By setting a course to end sales of internal combustion passenger vehicles by 2035, the Governor's Executive Order establishes a target for the transportation sector that helps put the state on a path to carbon neutrality by 2045. It

is important to note that the Executive Order focuses on new vehicle sales for automakers, and therefore does not require Californians to give up the existing cars and trucks they already own.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. Collectively, these regulations have helped keep per-capita energy consumption relatively flat over time, even as the State has experienced substantial population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), commonly referred to as "Title 24 Energy Code" or "Title 24", was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

In December 2024, the 2025 Title 24 Energy Code was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2025 Title 24 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 Title 24 Energy Code.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as CALGreen, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and nonresidential buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics.

The most recent update to the CALGreen Code was adopted in December 2024 (2025 CALGreen Code) and continues to improve upon the existing standards for new construction of, and additions and alterations to, residential and non-residential buildings. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 CALGreen Code.

Renewable Energy Standards

In 2002, California established its Renewable Portfolio Standard program[3] with the goal of increasing the annual percentage of renewable energy in the state's electricity mix by the equivalent of at least 1 percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code Section 399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs CARB under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In September 2010, the CARB adopted its Renewable Electricity Standard regulations, which require all of the State's load-serving entities to meet this target. In October 2015, then-Governor Brown signed into legislation Senate Bill 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 Modified the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

As the retail electricity provider for the project, Southern California Edison (SCE) is subject to the California Renewables Portfolio Standard (SB 100, SB 1020) and related CPUC regulations, which require increasing percentages of renewable and zero-carbon electricity in its supply mix, culminating in 100 percent clean electricity retail sales by 2045. SCE is also regulated under the CPUC's General Orders for the safe design and installation of new distribution infrastructure, which would apply to the new poles installed to meet the project's increased electrical demand. These requirements influence the carbon intensity of electricity delivered to the project and ensure compliance with state safety and reliability standards for electrical facilities.

California Vehicles Regulations

Advanced Clean Cars I and II. Advanced Clean Cars combines several regulations into one package including the Low-Emission Vehicle (LEV) criteria and greenhouse gas regulations and the zero-emission vehicle (ZEV) regulation. Advanced Clean Cars I was adopted in 2012 and Advanced Clean Cars II was adopted in 2022. These regulations rapidly scale down emissions of light-duty passenger cars, pickup trucks and SUVs and require an increased number of zero-emission vehicles to meet air quality and climate change emissions goals. By 2035 all new passenger cars, trucks and SUVs sold in California will be zero emissions. The Advanced Clean Cars II regulations take the State's already growing zero-emission vehicle market and robust motor vehicle emission control rules and augments them to meet more aggressive tailpipe emissions standards and ramp up to 100% zero-emission vehicles.

[3] The Renewable Portfolio Standard is a flexible, market-driven policy to ensure that the public benefits of wind, solar, biomass, and geothermal energy continue to be realized as electricity markets become more competitive. The policy ensures that a minimum amount of renewable energy is included in the portfolio of electricity resources serving a state or country.

CARB Advanced Clean Fleets Regulation. CARB approved Advanced Clean Fleets Regulation (ACF) on April 28, 2023, requires fleet owners to begin transitioning toward ZEVs starting in 2024. Due to the impact that truck traffic has on residents living near heavily trafficked corridors, drayage trucks will need to be zero emissions by 2035. All other fleet owners have the option to transition a percentage of their vehicles to meet expected zero-emission milestones, which gives owners the flexibility to continue operating combustion-powered vehicles as needed during the move toward cleaner technology.

Low Carbon Fuel Standard. The LCFS, established in 2007 through Executive Order S-1-07 and administered by CARB, requires producers of petroleum-based fuels to reduce the carbon intensity of their products, starting with 0.25 percent in 2011 and culminating in a 10-percent total reduction in 2020. Petroleum importers, refiners and wholesalers can either develop their own low carbon fuel products or buy LCFS credits from other companies that develop and sell low carbon alternative fuels, such as biofuels, electricity, natural gas and hydrogen.

On January 13, 2025, CARB withdrew its requests for CAA waivers from the U.S. EPA needed to support four recently adopted vehicle emissions regulations: 1) the Advanced Clean Fleets Regulations; 2) the In-Use Locomotive Regulations; 3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and 4) part of the Transport Refrigeration Unit Engine Standards Regulations. Therefore, implementation of these regulations is currently unknown. The ACT regulation was granted a separate waiver in 2023 by the Biden administration. On May 22, 2025, the U.S. Senate voted to revoke the waiver granted by the Biden administration for California's ACT rule (as well as the Advanced Clean Cars (ACC) II program and Heavy-Duty Omnibus regulation). On June 12, 2025, President Trump formally nullified California's ACT rule and ACC II program (Congressional Resolutions H.J. Res 87 and H.J. Res 88, respectively). Implementation is currently unknown. EMFAC2021 emissions projections assumed implementation of the Advanced Clean Trucks (ACT) Regulation and the Heavy-Duty Low NO_X Omnibus Regulation. These regulations were disapproved by Congressional Resolutions H.J. Res 87 and H.J. Res 89, respectively. The resolutions were signed by the President on June 12, 2025. These resolutions, along with H.J. Res. 88 (revoking federal light-duty vehicle GHG standards), nullify California regulations that had been authorized by U.S. EPA waivers under the Clean Air Act. CARB is currently evaluating the impact of the actions (H.J. Res 87, H.J. Res 88, and H.J. Res 89) under the Congressional Review Act, but has not yet provided emissions modeling guidance.

REGIONAL LEVEL

Southern California Association of Governments

On April 4, 2024, the Southern California Association of Governments (SCAG) Regional Council adopted *Connect SoCal (2024-2050 Regional Transportation Plan/Sustainable Communities* Strategy [2024-2050 RTP/SCS]). The 2024-2050 RTP/SCS provides a long-range vision for integrating land use and transportation planning to accommodate future growth while reducing traffic congestion, improving air quality, and supporting long-term economic vitality. The plan includes strategies to address the region's housing needs, climate change adaptation, and investment in underserved communities.

The 2024-2050 RTP/SCS was developed through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and other stakeholders. The plan guides the coordinated development, management, and operation of an intermodal transportation network serving the SCAG

region, while supporting compliance with state GHG reduction requirements and applicable federal air quality standards.

LOCAL LEVEL

City of Long Beach Climate Action and Adaptation Plan

The City of Long Beach Climate Action and Adaptation Plan (CAAP) is intended to be utilized for purposes of GHG streamlining and to satisfy the requirements needed under *CEQA Guidelines Section 15183* to be considered a qualified GHG reduction plan. Overall, the CAAP provides a framework for the City to reduce community-wide GHG emissions and comply with state regulations (i.e., SB 32), and to also address the effects of climate change on the community. Under the CAAP, the City aims to achieve a per service population (SP) emissions target of 3.04 $MTCO_2e$/SP for year 2030, which would coincide with the emissions reduction target established under SB 32. To achieve this target, the City would be required to reduce emissions by 192,659 $MTCO_2e$ relative to the business as usual (BAU) emissions forecast for year 2030. In addition to the year 2030 target, the CAAP also includes a long-term net carbon neutrality goal for year 2045. This goal would require a reduction in GHG emissions of 1,513,047 $MTCO_2e$. To meet the 2030 reduction target, the CAAP includes 21 mitigation actions covering the transportation, building energy, and waste sectors. Full implementation of these mitigation actions would reduce emissions in the transportation, building energy, and waste sectors by 8 percent, 68 percent, and 24 percent, respectively. In addition to mitigation actions, the CAAP also includes 40 various adaptation actions that address extreme heat, air quality, drought, and sea level rise and flooding. The City approved the CAAP on August 16, 2022.

The CAAP is intended to be utilized for purposes of GHG streamlining and to satisfy the requirements needed under CEQA Guidelines Section 15183 to be considered a qualified GHG reduction plan. Because the CAAP includes a baseline emissions inventory and projects future emissions, identifies a community-wide reduction target, identifies strategies and measures to meet the reduction target, monitors the effectiveness of reduction measures, and was adopted in a public process subject to environmental review, the CAAP is consistent with the requirements of CEQA Guidelines Section 15183 and is a qualified GHG reduction plan.

The following CAAP actions are relevant and applicable to the project:

- BE-1: Provide access to renewably generated electricity.
- BE-2: Increase use of Solar Power.
- BE-7: Update building codes to incentivize electric new residential and commercial buildings.
- T-2: Expand and improve pedestrian infrastructure citywide.
- T-3: Increase bikeway infrastructure Citywide.
- T-8: Increase density and mixing of land uses.
- T-9: Integrate SB 743 planning with the CAAP Process.
- W-2: Ensure compliance with State Law Requirements for Multifamily and commercial property recycling programs.

City of Long Beach General Plan

The General Plan is a long-range planning document that establishes the goals and policies related to the future and vision of the community. The following policies focusing on GHG reduction and energy usage are applicable to the proposed project:

LAND USE ELEMENT

- Policy 1-3: Require sustainable design strategies to be integrated into public and private development projects.
- Policy 1-4: Require electric vehicle charging stations to be installed in new commercial, industrial, institutional, and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment.
- Policy 1-6: Require that new building construction incorporate solar panels, vegetated surface, high albedo surface and/or similar roof structures to reduce net energy usage and reduce the heat island effect.
- Policy 5-1: Require safe, attractive and environmentally sustainable design, construction and operation of all buildings, landscapes and parking facilities in employment and educational centers.
- Policy 5-2: Connect employment and higher education centers to other activity centers and adjacent neighborhoods via walking, biking and transit routes.

AIR QUALITY ELEMENT

- Policy 2.6.2: *Fleet Conversion to Clean Fuels*. Play a leadership role in the conversion to clean fuels by promoting the increased use of compressed natural gas (CNG), electric vehicles, and other alternative fuels.
- Policy 7.1: *Energy Consumption*. Reduce energy consumption through conservation improvements and requirements.

MOBILITY ELEMENT

- Policy 6-15: Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars.

5.9.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); and

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

CEQA Guidelines Section 15064.4 recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.

However, CEQA Guidelines Section 15064.4 does not establish a threshold of significance. CEQA Guidelines Section 15064.6 provides lead agencies the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies or suggested by other experts, if any threshold chosen is supported by substantial evidence. The City of Long Beach has adopted a climate action plan (CAAP). The CAAP was adopted on August 16, 2022, and is a comprehensive planning document outlining the City's proposed approach both to address climate impacts and to reduce the City's impact on the climate by reducing GHG emissions. The CAAP meets the requirements of State CEQA Guidelines, Section 15183.5; therefore, the proposed project will be evaluated for consistency with the CAAP. Development projects that can demonstrate consistency with the CAAP *Climate Action + Adaptation Plan Consistency Review Checklist* (CAAP Checklist) would have less than significant impacts regarding GHG emissions. Notwithstanding, the project's construction emissions were quantified for informational purposes.

5.9.4 IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS EMISSIONS

GHG-1 WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

Impact Analysis:

SHORT-TERM CONSTRUCTION GHG EMISSIONS

The project would result in direct emissions of GHG emissions from construction. The project's construction emissions were calculated using the California Emissions Estimator Model version 2022.1 (CalEEMod). Details of the modeling assumptions and emission factors are provided in Appendix 11.8. The approximate quantity of annual GHG emissions generated by project construction is provided in Table 5.9-2, *Construction-Related Greenhouse Gas Emissions*.

Table 5.9-2
Construction-Related Greenhouse Gas Emissions

Construction Year	$MTCO_2e$ per Year
Year 1	176
Year 2	708
Year 3	185
Total Construction Emissions	**1,069**
30-Year Amortized Construction	*36*
Source: Refer to Appendix 11.8.	

As shown in Table 5.9-2, the project would result in the generation of approximately 1,069 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions. The amortized project construction emissions would be 36 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

LONG-TERM OPERATIONAL GHG EMISSIONS

Operational or long-term emissions occur over the life of the project. GHG emissions would result from direct emissions such as project generated vehicular traffic and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the project, the emissions associated with solid waste generated from the project, and any fugitive refrigerants from air conditioning or refrigerators.

Most of the project's emissions are from energy and mobile sources which would be further reduced by implementation of current state programs. It should be noted that the project and the City have no control over vehicle emissions. However, these emissions would decline in the future due to statewide measures including the reduction in the carbon content of fuels, CARB's advanced clean car program, CARB's mobile source strategy, fuel efficiency standards, cleaner technology, and fleet turnover. Additionally, SCAG's 2024-2050 RTP/SCS is also expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 19 percent by 2035.

Accordingly, the project would not interfere with the State's efforts to reduce GHG emissions by 40 percent below 1990 levels by 2030. Project operations would benefit from the implementation of current and potential future energy regulations including the SB 100 renewable electricity portfolio target of 60 percent renewable energy by 2030. SB 100 further established a goal for California's electric grid to be powered entirely by clean energy by 2045.

As noted above, the 2025 Title 24 Energy Code became effective on January 1, 2026 and strengthens ventilation standards, includes new electric heat pump requirements, promotes electric-ready requirements for new homes (including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure), and expands solar photovoltaic and battery storage standards. The project would be required to comply with the 2025 Energy Code.

The project would also comply with the appliance energy efficiency standards in Title 20 of the California Code of Regulations. The Title 20 standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances. The project would be constructed according to the 2025 CALGreen standards, which includes water conserving plumbing fixtures and fittings, electric heat pump technology, electric-ready requirements when natural gas is installed, and strengthening ventilation standards.

At the State and global level, improvements in technology, policy, and social behavior can also influence and reduce operational emissions generated by a project. The state is currently on a pathway to achieving the Renewable Portfolio Standards goal of 60 percent renewables by 2030 and 100 percent clean electricity by 2045 per SB 100. Despite these goals, the majority of the project's emissions would still be from mobile and energy sources. Future mobile source emissions are greatly dependent on changes in vehicle technology, fuels, and social behavior, which can be influenced by policies to varying degrees. This is assumed to also be applicable to the project vehicle fleet, absent data that may suggest otherwise.

The primary source of project emissions would occur from mobile sources and energy sources. CARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding mobile source emissions, California addresses emissions control technology through a variety of legislation and regulatory schemes, including the State's Low Carbon Fuel Standard (Executive Order S-01-07) (LCFS), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes.

The CAAP, adopted on August 16, 2022, is a comprehensive planning document outlining the City's proposed approach both to address climate impacts and to reduce the City's impact on the climate by reducing GHG emissions. The project's consistency with the CAAP is discussed under Impact Statement GHG-2, and included in Appendix 11.8. The project has established consistency with the CAAP Checklist would result in a less than cumulatively considerable impact. The City does not have a construction-related GHG emission threshold, so quantified emissions are disclosed for informational purposes only. As summarized under Impact Statement GHG-2, the project would implement Mitigation Measure GHG-1 to ensure the applicable CAAP Checklist measures are incorporated into the project's design. With implementation of Mitigation Measure GHG-1, the project would be consistent with the CAAP and the City's goal to reduce GHG emissions by 40

percent below 1990 levels by 2030 and achieve net carbon neutrality by 2045. Impacts would be less than significant with implementation of Mitigation Measure GHG-1.

Mitigation Measures:

GHG-1 Prior to obtaining building permits, the project Applicant shall incorporate Tier 1 GHG emissions reduction actions to demonstrate consistency with the City of Long Beach *Climate Action and Adaptation Plan, Climate Action + Adaptation Plan Consistency Review Checklist* (CAAP Checklist) for new developments. The proposed project shall incorporate the following actions:

a. Pursuant to the CAAP, the project must utilize 100 percent zero-carbon electricity on-site. The project shall comply with the following options:

1. Install on-site renewable energy systems to meet 100 percent of the projected energy demand of the building systems based on the proposed use(s) and any major equipment installation for the initial development of the building as shown in the "close to final" construction drawing submitted for plan check;

2. Install solar ready rooftop where there is available rooftop area after the 100 percent of the on-site renewable energy systems have been installed to accommodate future projected energy demand increase;

3. Verify that both installation from (1) and/or (2) are completed prior to or concurrent with issuance of a temporary certificate of occupancy or certificate of occupancy, whichever comes first; and

4. Install additional on-site renewable energy systems to meet 100 percent of any increase to the projected energy demand of the building systems from future tenant improvements, change of uses, and/or additions to the initial development of the building prior to issuance of a temporary certificate of occupancy or certificate of occupancy, whichever comes first, or the proposed project shall obtain energy from a community solar program or other zero-carbon energy program for the portion of the renewable energy systems that is not installed on-site.

   If energy from a community solar program or other zero-carbon energy program is unavailable to fulfill the proposed project's obligations under 4 above, then the proposed project shall provide proof of purchase of GHG reduction credits to offset the on-site electrical demand's estimated metric tons of carbon dioxide equivalent.

   If offset reduction credits are utilized, the carbon offset credits used for this purpose shall originate from a voluntary carbon credit registry or registries that The Climate Registry recognizes, and shall be registered, transferred, and retired at such registries. The offsets will also be subjected to the protocols of each registry which must demonstrate that the carbon offset credits provided are real, permanent, additional, and have been independently verified as adhering to its applicable project protocols. The offset credits shall be local (within the South Coast Air District) or in-State carbon offset credits, if available. If sufficient local and in-State offset credits are not available, the

applicant will purchase California Air Resources Board conforming or equivalent national offset credits registered with an approved registry. As and when the credits are retired, the Applicant shall provide the City with the unique identifier of those credits showing that they have been retired and accepted by The Climate Registry.

b. The Applicant/developer shall provide short and long-term bicycle parking for at least five percent of motorized vehicle capacity and nothing less than CALGreen requirements, whichever is more restrictive.

c. The Applicant/developer shall incorporate electric vehicle parking spaces consistent with Long Beach Municipal Code (LBMC) 18.47.050 and CALGreen Section 5.106.5.3—Electric vehicle (EV) charging. At least 20 percent of all parking spaces shall be EV capable spaces and at least 50 percent of these EV capable spaces must be equipped with charging stations.

d. The Applicant/developer shall comply with the City of Long Beach Transportation Demand Management Ordinance by incorporating the following:

- A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers.
- Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.
- Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

e. The Applicant/developer shall utilize electric lawn and gardening equipment for all landscaping activities.

f. The Applicant/developer shall implement waste GHG emissions reduction actions by the following:

- Comply with all Mandatory Construction & Demolition (C&D) Recycling Program Requirements, including Section 18.67.100.
- Provide substantial storage, collection, and loading of recyclables in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes and amount of collection containers for recyclables. Containers must be kept clean, be clearly labeled, and are co-located next to any other solid waste receptacles. Ensure sufficient pick up of collection containers to meet the needs of the occupants.
- Provide proper storage, collection, and loading of organics in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes of collection containers for organics. Containers must be kept clean, be clearly labeled, and are co-located next to any other solid waste receptacles. Ensure sufficient pick up of collection containers to meet the needs of the occupants.

- The proposed project shall include space for multi-stream collection containers for both recycling and organics in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. The proposed project must provide educational material and training to occupants and tenants in how to properly separate recyclables from all other solid waste and place recyclables in a separate container designated for recycling and organics.

- Ensure that all occupants and tenants of the proposed project separate recyclables from all other refuse and place recyclables in a separate container designated for recycling and composting.

- Ensure containers are audited annually to ensure proper service levels and to check for contamination. Report findings back to occupants within 30 days and to the City as requested.

- Work with waste hauler to provide educational material to tenants at least on an annual basis.

- Provide compliance data to the City of Long Beach as required for any current auditing program.

Prior to the issuance of building permits, the project Applicant shall provide documentation (e.g., building plans, site plans, or program enrollment commitments) to the City of Long Beach Community Development Department to verify implementation of the design requirements specified in this mitigation measure. At construction completion and prior to the issuance of the certificate of occupancy, the City of Long Beach Community Development Department shall verify implementation of these design requirements with documentation proof and/or a site inspection.

Level of Significance: Less than Significant Impact With Mitigation Incorporated.

GHG-2 WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?

Impact Analysis: The project's GHG plan consistency analysis is based on the project's consistency with the CAAP, 2024-2050 RTP/SCS, and 2022 Scoping Plan.

CONSISTENCY WITH THE CAAP

In August 2022, the CAAP was adopted to guide the City's efforts to achieve long-term GHG emissions reduction goals and to enhance community resilience to the effects of climate change. The CAAP outlines a range of actions the City will take to reduce GHG emissions and adapt to the effects of climate change. These actions are organized by themes, economic sectors, and types of climate stressors, including Extreme Heat, Air Quality, Drought, Sea Level Rise + Flooding, Building + Energy, Transportation, and Waste Management.

To address project-level consistency with the CAAP under CEQA, the City has prepared a five-step CAAP Checklist to streamline the environmental review process; refer to Appendix 11.8. The CAAP

Checklist procedure requires that projects demonstrate consistency with the General Plan (Step 1), determine if projects screen out of the CAAP Action consistency (Step 2), demonstrate consistency with the CAAP GHG Emission Reduction Actions (Step 3), identify alternative project emission reduction measures and additional GHG reductions (Step 4), and demonstrate consistency with the CAAP Adaptation Actions (Step 5). All projects must complete Steps 1, 2, 3, and 5.

Step 1 of the CAAP Checklist consistency evaluation is related to whether the proposed project is consistent with the General Plan Land Use Element and the underlying assumptions related to population growth. The project site has an Industrial (I) PlaceType designation.[4] Based on the General Plan Land Use Element, the I PlaceType is reserved for manufacturing, processing, construction and heavy equipment yards, warehousing of products, research and development, creation of prototypes and a broad range of similar industrial practices and processes. Therefore, the project would be consistent with the General Plan Land Use Element. Once operational, the proposed project would employ approximately 450 people, split into different work shifts. Typically, future employees would already reside within the City and surrounding area and commute to work. Nonetheless, conservatively assuming that all (up to 450) new employees and their families relocate from outside of the City, the project could induce population growth in a local context by introducing up to 1,170 persons based on the City's (2026) average household size of 2.60. This potential population growth associated with the project (1,170 persons) would represent an approximately 0.26 percent increase over the City's population as of July 1, 2024 (450,901 persons), which is the latest data available. Therefore, the project would nominally increase the City's population. As a result, the project site would be consistent with the land use and population assumed in the CAAP's forecasts. Based on this conclusion, the analysis proceeds to the CAAP Action consistency review (Step 2) of the CAAP Checklist.

Step 2 of the CAAP Checklist provides CAAP Action Screening Criteria that allows certain projects to screen out of further CAAP Checklist consistency review. This includes projects such as local-serving retail less than 50,000 square feet in size. The proposed project would develop a 332,090-square foot industrial building. Therefore, the analysis proceeds to demonstrate consistency with the CAAP GHG Emissions Reduction Actions (Step 3).

Step 3 of the CAAP Checklist requires consistency with GHG Emission Reduction Actions. Only Checklist Items 1, 3, 5, 6, 8, 10, 11, 12, 13, and 14 are applicable to the proposed project. Checklist Item 1 requires projects to utilize 100 percent zero-carbon electricity onsite by installing on-site renewable energy systems or obtaining energy from a community solar program or other zero-carbon energy program for the portion of the renewable energy systems that is not installed on-site. Checklist Item 3 requires projects to comply with applicable City building energy codes and ordinances. Checklist Items 5 and 6 require compliance with all State and local requirements for recycling and composting. Checklist Items 8, 10, 11, 12, 13, and 14 are transportation-related measures, including VMT reduction, pedestrian infrastructure, bicycle infrastructure, and EV charging infrastructure. To ensure compliance with CAAP Checklist Items 1, 3, 5, 6, 8, 10, 11, 12, 13, and 14, the project would implement Mitigation Measure GHG-1. With implementation of Mitigation Measure GHG-1, the project would be consistent with the CAAP policies.

[4] City of Long Beach, *City of Long Beach Zoning and Land Use App,* https://longbeachca.maps.arcgis.com/apps/webappviewer/index.html?id=17b68e7082ef4a4ea8ba6b0d04729758, accessed January 22, 2026.

CONSISTENCY WITH THE SCAG 2024-2050 RTP/SCS

On April 4, 2024, the SCAG Regional Council adopted the 2024-2050 RTP/SCS. The 2024-2050 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2024-2050 RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Under SB 375, SCAG's 2024-2050 RTP/SCS establishes GHG emissions goals to reduce GHG emissions in the region by eight percent from 2005 levels by 2020 and by 19 percent by 2035. The 2024-2050 RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals.

The 2024-2050 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act requirements, increased housing production, improved equity and resilience, the preservation of natural lands, improvement of public health, increased transportation safety, support for the region's vital goods movement industries and more efficient use of resources. GHG emissions resulting from land development-related mobile sources are the most potent source of emissions, and therefore project comparison to the 2024-2050 RTP/SCS is an appropriate indicator of whether the project would inhibit the post-2020 GHG reduction goals promulgated by the state. The project's consistency with the 2024-2050 RTP/SCS goals are analyzed in Table 5.9-3, *Consistency with the 2024-2050 RTP/SCS*. As shown in Table 5.9-3, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2024-2050 RTP/SCS.

Table 5.9-3
Consistency with the 2024-2050 RTP/SCS

Goals	Project Consistency
Mobility: Build and maintain an integrated multimodal transportation network.	
Support investments that are well-maintained and operated, coordinated, resilient, and result in improved safety, improved air quality and minimized greenhouse gas emissions	**Consistent**. This measure is to be taken at the regional level. Project implementation would not conflict with this goal. The project would be constructed in accordance with the Title 24 Energy Code, Title 20 of the California Code of Regulations, and CALGreen Code standards. Furthermore, the project would include facilities that support electrical charging stations. With implementation of Mitigation Measure GHG-1, the project would incorporate zero-carbon electricity, electric vehicle and bicycle parking, and incorporate waste practices which reduce GHG emissions.
Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities	**Consistent**. This measure is to be taken at the regional level. Project implementation would not conflict with this goal. The project proposes a concrete speculative industrial building on an infill site in an urban area near existing transit routes. With implementation of Mitigation Measure GHG-1, the project would offer both short and long-term bicycle parking, supporting access to alternative travel options.
Support planning for people of all ages, abilities, and backgrounds	**Consistent**. This measure is to be taken at the regional level. Project implementation would not conflict with this goal. As an

Goals	Project Consistency
	industrial development, the project would provide opportunities for local employment.
Communities: Develop, connect, and sustain communities that are livable and thriving	
Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances	**Consistent**. The project proposes an industrial use on an infill site in an urban area located in a Transit Priority Area (TPA). The project would increase employment opportunities in an area designated for industrial use.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households	**Not Applicable**. The project would be an industrial development and would not provide housing.
Environment: Create a healthy region for the people of today and tomorrow	
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change	**Consistent**. The project would redevelop an infill site in an urban area with an employment-generating use, and the project site is located in a TPA. The project would also be constructed in accordance with the Title 24 Energy Code, Title 20 of the California Code of Regulations, and CALGreen Code standards. In addition, the project would comply with all applicable efficiency requirements and provide EV chargers for employees. With implementation of Mitigation Measure GHG-1, the project would incorporate zero-carbon electricity, electric vehicle and bicycle parking, and incorporate waste practices which reduce GHG emissions.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water	**Consistent**. Although the project does not include regionwide transportation improvements, the project site is located within an urban area near public transit services. As the project site is located in close proximity to major regional freeways, including I-710 and I-405, the project would provide direct access to the regional freeway network. Therefore, the project site's location would shorten average trip lengths and minimize travel time associated with regional goods movement, as well as employee commuting. When compared to similar uses located farther from freeway access, the project site's location would improve access efficiency and reduce VMT, which would improve GHG and air quality emissions. The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques, such as compliance with the provisions of the Title 24 Energy Code and the CALGreen Code. With implementation of Mitigation Measure GHG-1, the project would incorporate zero-carbon electricity, electric vehicle and bicycle parking, and incorporate waste practices which reduce GHG emissions.
Conserve the region's resources	**Consistent**. The project would develop an infill site that is not designated for agricultural uses, natural resources, or conservation. Project implementation would not result in a loss of the region's resources.

Goals	Project Consistency
Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region	
Improve access to jobs and educational resources	**Consistent**. The project would develop an industrial use, which would promote local employment opportunities.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities	**Consistent**. This measure is to be taken at the regional level. Project implementation would not conflict with this goal. As discussed above, the project would promote clean air and non-automobile travel by increasing employment opportunities in an area designated for industrial uses and located near existing transit routes. As the project site is located in close proximity to major regional freeways, including I-710 and I-405, the project would provide direct access to the regional freeway network. Therefore, the project site's location would shorten average trip lengths and minimize travel time associated with regional goods movement, as well as employee commuting. When compared to similar uses located farther from freeway access, the project site's location would improve access efficiency and reduce VMT, which would improve GHG and air quality emissions.
Source: Refer to Appendix 11.8.	

CONSISTENCY WITH THE 2022 CARB SCOPING PLAN

The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan aims to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric vehicle buses and trucks.[5] Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

A majority of the project's GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan measures described above. It should be noted that the City

[5] On June 12, 2025, a federal resolution was signed that revoked the U.S. EPA waiver that allowed California agencies to enforce the Advanced Clean Truck Regulation. Adherence to the Advanced Clean Truck Regulation, although unenforceable, continues in part through voluntary agreements between manufacturers and CARB, such as the 2023 Clean Truck Partnership.

has no control over vehicle emissions. However, these emissions would decline in the future due to statewide measures discussed above, as well as cleaner technology and fleet turnover. Compliance with applicable State standards would ensure consistency with State's GHG reduction planning efforts. Therefore, the project would be consistent with the 2022 Scoping Plan's GHG reduction goals.

CONCLUSION

In summary, the plan consistency analysis provided above demonstrates that the proposed project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the CAAP, 2024-2050 RTP/SCS, and 2022 Scoping Plan with implementation of Mitigation Measure GHG-1. Therefore, with implementation of Mitigation Measure GHG-1 the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions and impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.9.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis,* cumulative projects are situated in the project vicinity.

- **WOULD THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT, OR CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. Therefore, impacts identified under Impact Statement GHG-1 are not project-specific impacts to global climate change, but the proposed project's contribution to this cumulative impact. Furthermore, the City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions, nor have the SCAQMD, CARB, or any other State or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project.

GHG impacts are recognized as exclusively cumulative impacts, and there are no non-cumulative GHG emission impacts from a climate change perspective. As such, significant direct impacts associated with the project and proposed projects also serve as the project's cumulative impact. As analyzed in Impact Statements GHG-1 and GHG-2, the proposed project would be consistent with applicable measures in the CAAP, 2024-2050 RTP/SCS, and 2022 Scoping Plan with implementation of Mitigation Measure GHG-1. Thus, with implementation of Mitigation Measure GHG-1, the project would not cumulatively contribute to GHG impacts and impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.9.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to GHG emissions have been identified.

5.10 Energy

5.10 ENERGY

This section analyzes potential project impacts related to energy consumption and energy plan consistency. Such impacts include the depletion of nonrenewable resources (e.g., oil, coal, etc.) and emissions of pollutants during both construction and operations. Mitigation measures are recommended to avoid or reduce potential impacts, if any. This section is primarily based upon the following technical study; refer to Appendix 11.8, *Greenhouse Gas and Energy Assessment*:

- *3800 Via Oro Project Greenhouse Gas Emissions and Energy Assessment*, prepared by Kimley-Horn and Associates, Inc., dated September 2026.

5.10.1 EXISTING SETTING

ELECTRICITY AND NATURAL GAS SERVICES

Southern California Edison (SCE) provides electrical services in most areas of the Los Angeles County, including the City of Long Beach (City), through State-regulated public utility contracts. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatt (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit; minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

Long Beach Utilities provides natural gas services to the City. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in the coming years because it is a relatively clean alternative to other fossil fuels like oil and coal. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. Nearly 45 percent of the electricity consumed in California was generated using natural gas.[1] While the supply of natural gas in the United States and production has increased greatly, California produces little, and imports 90 percent of its natural gas.[2]

[1] California Energy Commission, *Supply and Demand of Natural Gas in California*, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california, accessed March 25, 2026.

[2] Ibid.

ENERGY USAGE

Energy usage is typically quantified using the British Thermal Unit (BTU). Total energy usage in California was 6,816.8 trillion BTU in 2023 (the most recent year for which this specific data is available).[3] Of California's total energy usage, the breakdown by sector is 50.4 percent transportation, 21.8 percent industrial, 13.0 percent commercial, and 14.8 percent residential.[4] Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2025, taxable gasoline sales (including aviation gasoline) in California accounted for 13,318,149,611 gallons of gasoline.[5]

The electricity consumption attributable to Los Angeles County from 2014 to 2024 is shown in Table 5.10-1, *Electricity Consumption in Los Angeles County 2014-2024*.[6] As indicated in Table 5.10-1, energy consumption in Los Angeles County peaked in 2014 and has decreased every year since.

Table 5.10-1
Electricity Consumption in Los Angeles County 2014-2024

Year	Electricity Consumption (in millions of kilowatt hours)
2014	69,520
2015	69,388
2016	69,160
2017	68,347
2018	67,540
2019	65,693
2020	64,282
2021	64,794
2022	67,367
2023	63,213
2024	64,896

Source: California Energy Commission, *California Electricity Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed March 25, 2026.

[3] U.S. Energy Information Administration, *California State Profile and Energy Estimates, Table CT3. Total end-use sector energy consumption estimates, selected years, 1960-2023, California,* https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_use/tx/use_tx_CA.html&sid=CA, accessed March 30, 2026.

[4] U.S. Energy Information Administration, *California State Profile and Energy Estimates – Total Energy Consumption by End-Use Sector, 2023, h*ttps://www.eia.gov/states/ca/overviewhttps://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_use/tx/use_tx_CA.html&sid=CA, accessed March 30, 2026.

[5] California Department of Tax and Fee Administration, *Net Taxable Gasoline Gallons*, https://cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed March 30, 2026.

[6] Electricity consumption data is not available for the City. The year 2024 is the most recent year for which the County's electricity consumption data is available.

The natural gas consumption in Los Angeles County from 2014 to 2024 is shown in Table 5.10-2, *Natural Gas Consumption in Los Angeles County 2014-2024*.[7] Natural gas consumption in Los Angeles County peaked in 2019.

Table 5.10-2
Natural Gas Consumption in Los Angeles County 2014-2024

Year	Natural Gas Consumption (in millions of therms)
2014	2,794
2015	2,761
2016	2,878
2017	2,956
2018	2,922
2019	3,048
2020	2,937
2021	2,883
2022	2,820
2023	2,956
2024	2,830

Source: California Energy Commission, *California Natural Gas Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1, accessed March 25, 2026.

GASOLINE/DIESEL FUELS

Automotive fuel consumption in Los Angeles County from 2016 to 2025 is shown in Table 5.10-3, *Automotive Fuel Consumption in Los Angeles County 2016-2025* (projections for the year 2026 are also shown). As shown in Table 5.10-3, on-road automotive fuel consumption in Los Angeles County has generally declined since 2016, and heavy-duty vehicle fuel consumption has generally increased.

Table 5.10-3
Automotive Fuel Consumption in Los Angeles County 2016-2025

Year	On-Road Automotive Fuel Consumption (Gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Gallons)
2016	3,990,292,164	489,895,770
2017	3,961,448,725	506,904,226
2018	3,914,668,171	494,484,395
2019	3,844,847,561	492,605,543
2020	3,381,588,164	491,579,947
2021	3,816,162,983	507,214,212
2022	3,774,778,086	516,229,424
2023	3,714,691,233	523,808,866
2024	3,631,291,883	529,170,458
2025	3,536,229,368	532,570,627
2026 (projected)	3,446,400,365	535,038,344

Source: California Air Resources Board, *EMFAC2021*, accessed on March 27, 2026.

[7] Natural gas consumption data is not available for the City. The year 2024 is the most recent year for which the County's natural gas consumption data is available.

5.10.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act (EPCA) of 1975 was enacted in response to the 1973 oil crisis and established the Corporate Average Fuel Economy (CAFE) program to reduce national energy consumption and improve energy security through increased vehicle fuel efficiency. Under EPCA, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing and enforcing minimum average fuel economy standards for passenger cars and light trucks sold in the United States beginning with model year (MY) 1978, with standards periodically updated based on statutory factors including technological feasibility and economic practicability.[8]

In June 2024, NHTSA issued a final rule establishing updated CAFE standards for passenger cars and light trucks for MYs 2027 through 2031. Under the final standards, passenger car fuel economy requirements increase by 2 percent annually from MYs 2027 through 2031, while light-duty truck standards increase by 2 percent annually from MYs 2029 through 2031, resulting in an estimated fleetwide average fuel economy of approximately 50 miles per gallon by MY 2031. The rule also establishes fuel efficiency standards for heavy-duty pickup trucks and vans beginning in MY 2030, with increasing stringency in subsequent model years.[9]

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

[8] 49 U.S.C. Chapter 329 – *Automobile Fuel Economy*, Office of the Law Revision Counsel, U.S. House of Representatives, https://uscode.house.gov/view.xhtml?path=/prelim@title49/subtitle6/partC/chapter329&edition=prelim, accessed April 6, 2026.

[9] National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation, *Corporate Average Fuel Economy (CAFE) Standards for Passenger Cars and Light Trucks (Model Years 2027–2031).* https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy, accessed March 30, 2026.

STATE LEVEL

Renewables Portfolio Standard

SENATE BILLS 1078, 107, AND X1-2

The California Renewables Portfolio Standard (RPS) Program was established in 2002 under Senate Bill (SB) 1078 (Sher) and 107 (Simitian). The RPS program required investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Initially under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order (EO) S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). The California Public Utilities Commission (CPUC) is required to provide quarterly progress reports on progress toward RPS goals.

SENATE BILL 350

SB 350 (De Leon) was signed into law September 2015. SB 350 establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

SENATE BILLS 100 AND 1020

Signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

Title 24 Building Energy Efficiency Standards

In 1978, the California Energy Commission (CEC) established the Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24" or "Title 24 Energy Code", in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods.

In December 2024, the 2025 Title 24 Energy Code was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2025 Title 24 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 Title 24 Energy Code.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as CALGreen, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and nonresidential buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics.

The most recent update to the CALGreen Code was adopted in December 2024 (2025 CALGreen Code) and continues to improve upon the existing standards for new construction of, and additions and alterations to, residential and non-residential buildings. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 CALGreen Code.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State legislature adopted SB 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC most recently adopted the 2023 Integrated Energy Policy Report (2023 IEPR) on February 14, 2024.[10] The 2023 IEPR provides updated policy recommendations and forecasts to support a clean, reliable, and affordable energy system, including analyses of energy reliability and resiliency, clean energy deployment, gas system decarbonization, energy efficiency, clean transportation, and the evolving role of hydrogen. The 2023 IEPR also includes the California Energy Demand Forecast extending through 2040, which informs statewide electricity and gas system planning and resource adequacy. The CEC is currently developing the 2025 IEPR, however, the 2023 IEPR remains the applicable statewide energy policy until the 2025 IEPR is adopted.

LOCAL LEVEL

City of Long Beach General Plan

The General Plan is a long-range planning document that establishes the goals and policies related to the future and vision of the community. The following policies focusing on energy usage are applicable to the proposed project:

[10] California Energy Commissions, *2023 Integrated Energy Policy Report*, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report-iepr/2023-integrated-energy-policy-report, accessed March 30, 2026.

LAND USE ELEMENT

- Policy 1-3: Require sustainable design strategies to be integrated into public and private development projects.
- Policy 1-4: Require electric vehicle charging stations to be installed in new commercial, industrial, institutional, and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment.
- Policy 1-6: Require that new building construction incorporate solar panels, vegetated surface, high albedo surface and/or similar roof structures to reduce net energy usage and reduce the heat island effect.
- Policy 5-1: Require safe, attractive and environmentally sustainable design, construction and operation of all buildings, landscapes and parking facilities in employment and educational centers.
- Policy 5-2: Connect employment and higher education centers to other activity centers and adjacent neighborhoods via walking, biking and transit routes.

AIR QUALITY ELEMENT

- Policy 2.6.2: *Fleet Conversion to Clean Fuels*. Play a leadership role in the conversion to clean fuels by promoting the increased use of compressed natural gas (CNG), electric vehicles, and other alternative fuels.
- Policy 7.1: *Energy Consumption*. Reduce energy consumption through conservation improvements and requirements.

MOBILITY ELEMENT

- Policy 6-15: Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars

5.10.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); and/or

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-2).

Based on these standards/criteria, the effects of the project have been categorized as either a "less than significant impact" or a "potentially significant impact." If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact.

Appendix F of the CEQA Guidelines is an advisory document that assists EIR preparers in determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis under Impact Statement EN-1 relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1**: The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- **Criterion 2**: The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3**: The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4**: The degree to which the project complies with existing energy standards.
- **Criterion 5**: The effects of the project on energy resources.
- **Criterion 6**: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

5.10.4 IMPACTS AND MITIGATION MEASURES

ENERGY CONSUMPTION

EN-1 WOULD THE PROJECT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION?

Impact Analysis:

CONSTRUCTION

The energy consumption associated with construction of the project includes primarily diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips. Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers, and heating, ventilation, and air conditioning) would be powered by a generator. The amount of electricity used during construction would be minimal; typical demand would stem from the use of electrically powered hand tools, several construction trailers by managerial staff during the hours of construction activities, and water use. The majority of the energy used during construction would be from petroleum. Table 5.10-4, *Energy Consumption During Construction*, quantifies the construction

energy consumption provided for the project. Energy assumptions and calculations are provided in Appendix 11.8.

Table 5.10-4
Energy Consumption During Construction

Source	Project Construction Usage	Los Angeles County Annual Energy Consumption	Percentage Increase Countywide
Electricity Use	**Gigawatt Hours (GWh)**		
Water Consumption[1]	0.0026	62,908	<0.001%
Diesel Use	**Gallons**		
On-Road Construction Trips[2]	31,103	3,798,808,000	0.001%
Off-Road Construction Equipment[3]	48,622	3,798,808,000	0.001%
Construction Diesel Total	*79,725*	*3,798,808,000*	*0.002%*
Gasoline	**Gallons**		
On-Road Construction Trips[2]	29,491	3,798,974,000	0.001%

Notes:
[1] Construction water consumption energy use based on water energy intensity factors from California Emission Estimation Model (CalEEMod) and water application rates from Air and Waste Management Association's Air Pollution Engineering Manual.
[2] On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2025 in Los Angeles County.
[3] Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (hp)-hour from U.S. EPA.

Source: Refer to Appendix 11.8 for assumptions used in this analysis.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, building construction, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (CARB) engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. In addition, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**CEQA Appendix F - Criterion 4**).

Significant reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.[11] The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.[12] The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand

[11] California Department of Resources Recycling and Recovery, *Green Building*, https://calrecycle.ca.gov/greenbuilding/, accessed March 30, 2026.
[12] Ibid.

for energy compared to overall local and regional demand for construction materials. As indicated in Table 5.10-4, project construction would consume approximately 79,725 gallons of diesel, 29,491 gallons of gasoline, and 0.0026 GWh of electricity. Project energy consumption from the entire construction period would increase fuel use in the County by approximately 0.002 percent for diesel and 0.001 percent for gasoline, as well as less than 0.001 percent for electricity (**CEQA Appendix F - Criterion 1**). As such, construction would have a nominal effect on the local and regional energy supplies (**CEQA Appendix F - Criterion 2**). It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State (**CEQA Appendix F - Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

OPERATIONAL ENERGY CONSUMPTION

The energy consumption associated with operations of the project would include building electricity, water, and diesel usage, as well as fuel usage from on-road vehicles and an emergency backup generator. Quantification of operational energy consumption is provided for the project in Table 5.10-5, *Annual Energy Consumption During Operations*.

Table 5.10-5
Annual Energy Consumption During Operations

Source	Project Operational Usage	Los Angeles County Annual Energy Consumption	Percentage Increase Countywide
Electricity Use	**Megawatt Hour/Year (MWh/year)**		
Area[1]	5,703	62,908,000	0.009%
Water[1]	525		< 0.001%
Total Electricity	*6,228*		*0.010%*
Natural Gas Use	**Therms/Year**		
Area[1]	0	2,954,000,000	0.000%
Diesel Use	**Gallons/Year**		
Mobile[2]	148,622	534,835,402	0.028%
Backup Generator[3]	10,215		0.002%
Total Diesel	*158,837*		0.030%
Gasoline Use	**Gallons/Year**		
Mobile[2]	178,100	3,299,104,753	0.005%

Notes:
[1] The electricity usage is based on project-specific estimates and California Emission Estimation Model (CalEEMod) defaults. As the project would not use natural gas for heating or water, CalEEMod default values for natural gas usage were reassigned to electricity.
[2] Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2025 for operational year 2028.
[3] Fuel consumption assumed for one generator operating 50 hours per year at 100 percent load.

Source: Refer to Appendix 11.8 for assumptions used in this analysis.

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 5.10-4 estimates the annual fuel consumed by vehicles traveling to and from the project site. As indicated in Table 5.10-4, vehicle trips generated by the project are estimated to consume approximately 148,622 gallons of diesel per year and 178,100 gallons of gasoline per year, which would increase the Countywide automotive fuel consumption by 0.028 percent and 0.005 percent, respectively. As such, the project does not propose any unusual features that would result in excessive long-term operational transportation-related fuel consumption (**CEQA Appendix F - Criterion 2**).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the project. However, the project would include on-site electric vehicle charging stations in parking lots and bicycle parking and storage spaces in compliance with the CALGreen Code. This would encourage and support the use of electric vehicles by residents, workers, and visitors of the project and thus reduce petroleum fuel consumption (**CEQA Appendix F - Criterion 4** and **Criterion 6**).

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur.

Building Energy Demand

Building energy use is typically associated with electricity and natural gas consumption. However, the project would not utilize natural gas and would not include any natural gas distribution or infrastructure lines. The project would be an electric-only development. Therefore, the project would not affect natural gas utility capacity during operations. As previously discussed, SCE provides electricity to the project area. Total electricity demand in SCE's service area is forecast to increase by approximately 8,000 GWh, or 8 million MWh, between 2024 and 2030. Project estimated operational electrical demand would total approximately 6,228 MWh per year. This would represent 0.01 percent of SCE's forecasted 2028 increased demand, thus, would result in a negligible increased demand compared to SCE's overall demand. Therefore, the project would be consistent with the SCE's electricity consumption forecasts and would not require additional energy capacity or supplies (**CEQA Appendix F - Criterion 2**). The project would also consume electricity during the same time periods as other industrial uses in the project vicinity. As a result, the project would not result in unique or more intensive peak or base period electricity demand (**CEQA Appendix F - Criterion 3**).

The project would be required to comply with the most current version of the Title 24, which provides minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the 2025 Title 24 standards significantly reduces energy usage. Title 24 standards are updated every three years and become more stringent between each update; therefore, complying with the latest 2025 Title 24 standards would make the project more energy efficient than other existing aged buildings in the region that were built under the earlier versions of the Title 24 standards (**CEQA Appendix F - Criterion 4**).

Furthermore, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030, and 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects would not result in the waste of the finite energy resources (**CEQA Appendix F - Criterion 5**).

Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CONFLICT WITH APPLICABLE ENERGY PLAN

EN-2 WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

Impact Analysis: The project would be required to be built in conformance with existing regulations, including applicable measures from the General Plan, such as Land Use Policies 1-4 and 1-6, which require incorporation of electric vehicle infrastructure and strategies to reduce net energy usage and the heat island effect in new developments. The project would comply with existing State energy standards, including the California Renewable Portfolio Standards, Building Energy Efficiency Standards, and Green Building Standards. As discussed in Section 5.9, *Greenhouse Gas Emissions*, the project would be consistent with the City of Long Beach Climate Action and Adaptation Plan (CAAP) with implementation of Mitigation Measure GHG-1. Mitigation Measure GHG-1 would require the project to utilize zero-carbon electricity by installing on-site renewable energy systems or obtaining energy from a community solar program or other zero-carbon energy program for the portion of the renewable energy systems that is not installed on-site. Offsets would be used if a community solar program or other zero-carbon energy program is unavailable, with the amount of offsets to be procured based on electricity consumed by the project as built. Therefore, the project would neither conflict with, nor obstruct State or local plans for renewable energy or energy efficiency. Impacts would be less than significant with implementation of Mitigation Measure GHG-1.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.10.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis,* cumulative projects are situated in the project vicinity.

ENERGY CONSUMPTION AND PLAN CONSISTENCY

- **WOULD THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION, OR CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: The geographic context for cumulative energy consumption impacts for electricity is Countywide and relative to SCE's service areas. While the geographic context for transportation-related energy use is more difficult to define, it is meaningful to consider the project in the context of Countywide consumption. Future growth within the County is anticipated to increase the demand for electricity and transportation energy, as well as the need for energy infrastructure. As stated above, project construction and operations would nominally increase the County's electricity and fuel consumption; refer to Table 5.10-4 and Table 5.10-5. The project would implement Mitigation Measure GHG-1, which requires the project to utilize only zero-carbon electricity by installing on-site renewable energy systems or obtaining energy from a community solar program or other zero-carbon energy program for the portion of the renewable energy systems that is not installed on-site. Offsets would be used if a community solar program or other zero-carbon energy program is unavailable, with the amount of offsets to be procured based on electricity consumed by the project as built. Additionally, per the RPS, cumulative projects identified in Table 4-1 would utilize electricity provided by SCE that would be comprised of 60 precent renewable energy by 2030 and 100 percent renewable energy by 2045. The project and other cumulative projects in the site vicinity would be subject to Title 24 and CALGreen standards, as well as goals and policies of the General Plan. Thus, the project and related projects would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently. As such, implementation of the project and other cumulative projects would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and the project would not result in cumulatively considerable impacts.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to energy have been identified.

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5.11 Noise

5.11 NOISE

The purpose of this section is to evaluate potential noise related impacts to surrounding land uses as a result of implementation of the project. Both short-term construction-related impacts and long-term operational-related impacts are evaluated. This section is primarily based upon the following technical study; refer to Appendix 11.9, *Noise and Vibration Assessment*.

- *3800 Via Oro Project Acoustical Assessment*, prepared by Kimley-Horn and Associates, Inc., dated September 2026.

5.11.1 EXISTING SETTING

NOISE SCALES AND DEFINITIONS

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud).

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to Table 5.11-1, *Noise Descriptors*.

Table 5.11-1
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m..
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eq}'s for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 p.m. to 7:00 a.m.) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01}, L_{10}, L_{50}, L_{90}, respectively) of the time during the measurement period.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

HEALTH EFFECTS OF NOISE

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. However, many factors influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed".

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-Induced Hearing Loss;
- Interference with Communication;
- Effects of Noise on Sleep;
- Effects on Performance and Behavior;
- Extra-Auditory Health Effects; and
- Annoyance.

According to the United States Public Health Service, nearly 10 million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools and can cause fatigue and vocal strain in those who need to communicate in spite of the noise.

Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, noise can affect human health. Most of the effects are, to a varying degree, stress related.

GROUND-BORNE VIBRATION

Sources of ground-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration. Typically, ground-borne vibration, generated by man-made activities, attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Both construction and operation of development projects can generate ground-borne vibration.

Table 5.11-2, *Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations*, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in Table 5.11-2 should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual.

Table 5.11-2
Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	--	Extremely fragile historic buildings, ruins, ancient monuments	--
0.01	Barely Perceptible	--	--
0.04	Distinctly Perceptible	--	--
0.1	Strongly Perceptible	Fragile buildings	--
0.12	--	--	Buildings extremely susceptible to vibration damage
0.2	--	--	Non-engineered timber and masonry buildings
0.25	--	Historic and some old buildings	--
0.3	--	Older residential structures	Engineered concrete and masonry (no plaster)
0.4		--	--
0.5	--	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel or timber (no plaster)

Notes: PPV = peak particle velocity; in/sec = inches per second; FTA = Federal Transit Administration
Source: Appendix 11.9.

To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where ground-borne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for ground-borne vibration are planes, trains, and construction activities such as earthmoving which requires the use of heavy-duty earth moving equipment. For the

purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

SENSITIVE RECEPTORS

Noise-sensitive land uses are those in which people are more susceptible to the effects of noise pollution than is the general population. Sensitive land uses that are in proximity to stationary sources of noise and vibration are of particular concern. Noise sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. The nearest noise-sensitive land use is the Rancho Dominguez Preparatory School, located 920 feet to the northwest of the project site when measured from property line to property line. However, the nearest classroom buildings are located approximately 1,390 feet from the project site boundary line. The site vicinity is predominantly composed of commercial and industrial uses. However, the industrial and commercial land uses surrounding the project site are not considered noise sensitive. Other nearest sensitive receptors are listed in Table 5.11-3, *Nearest Sensitive Receptors*.

Table 5.11-3
Nearest Sensitive Receptors

Receptor Description	Distance and Direction from the Closest Project Boundary
Rancho Dominguez Preparatory School	920 feet to the northwest[3]
Single-Family Residences[2]	1,080 feet to the south
Single-Family Residences[2]	1,300 feet to the west

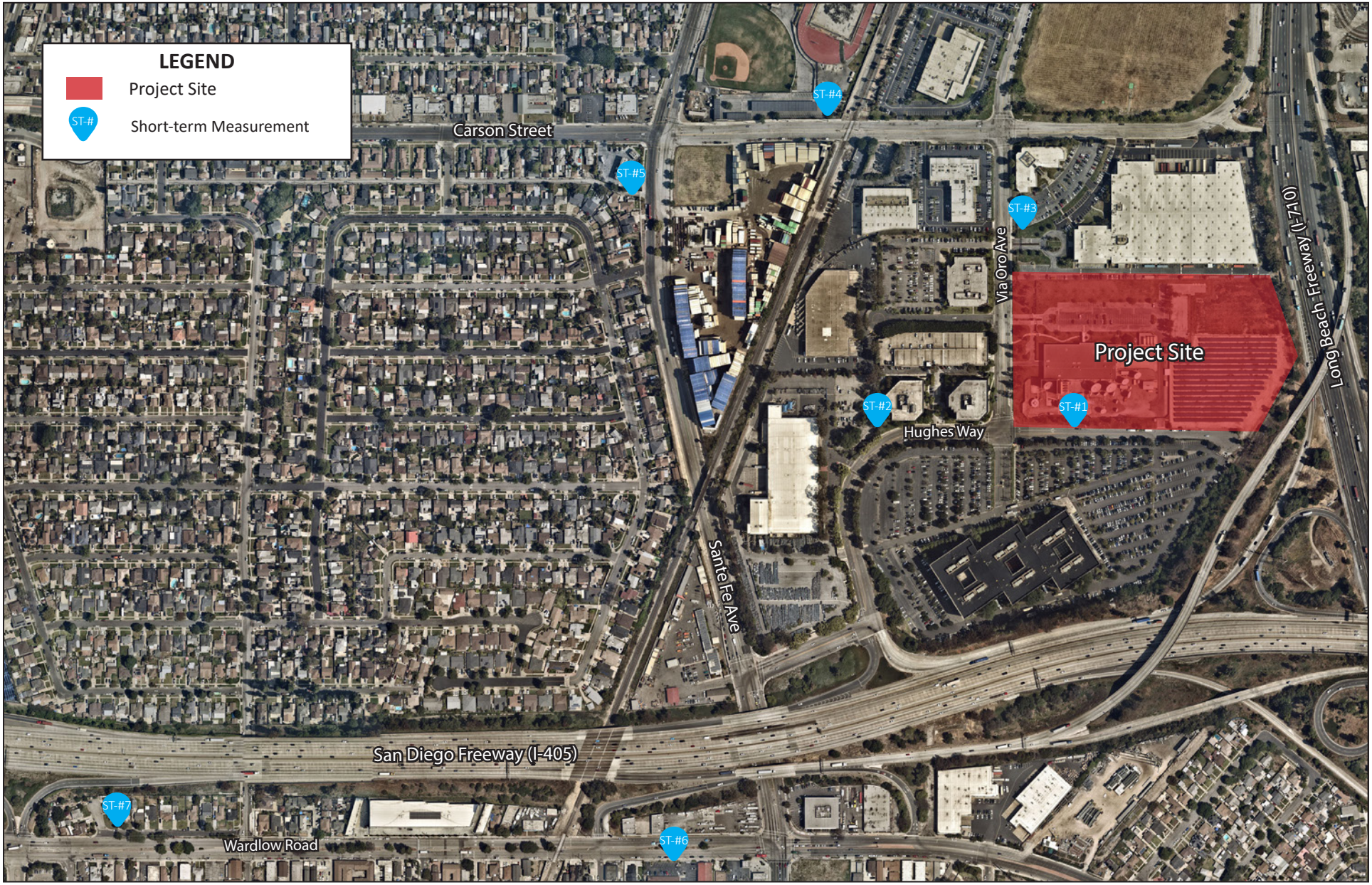
Notes:
1 Distance measured from the project site boundary to the nearest sensitive receptor property line.
2 Receptors are located within the City of Long Beach.
3 The distance from property line to property line is 920 feet, with school parking lots being closest to the project site. School sports fields are slightly farther, at 1,050 feet from the project site, followed by classroom buildings, at 1,390 feet from the project site.

Source: Appendix 11.9.

Vibration sensitive receivers are generally similar to noise sensitive receivers but may also include businesses, such as research facilities and laboratories that use vibration-sensitive equipment. The industrial and commercial land uses surrounding the project site are not considered vibration sensitive, and there are no historic buildings in the vicinity. Therefore, the vibration-sensitive receptors are the same as the noise-sensitive receptors discussed above.

AMBIENT NOISE MEASUREMENTS

In order to quantify existing ambient noise levels in the project area, seven short-term (10-minute) noise measurements were conducted on March 20, 2025; refer to Exhibit 5.11-1, *Noise Measurement Locations*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Noise measurements were conducted between the hours of 9:30 a.m. and 12:30 p.m. near sensitive receptors. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day. The noise levels and sources of noise measured at each location are listed in Table 5.11-4, *Ambient Noise Measurements*.



Source: Kimley Horn and Associates, Inc., March 2026

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Noise Measurement Locations

Exhibit 5.11-1

Table 5.11-4
Ambient Noise Measurements

Site	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
ST-1	Along Hughes Way, on the south side of the project site	59.3	54.8	69.3	9:42 a.m.
ST-2	Along Hughes Way, between Via Oro Avenue and Warnock Way	64.8	53.1	81.2	10:08 a.m.
ST-3	Along Via Oro Avenue, between Hughes Way and Carson Street	64.0	49.8	80.5	10:30 a.m.
ST-4	Along Carson Street, between Via Oro Avenue and Santa Fe Avenue	65.9	49.6	80.2	10:55 a.m.
ST-5	Along Santa Fe Avenue, south of Carson Street	68.6	52.6	79.6	11:10 a.m.
ST-6	Along Wardlow Road, between Santa Fe Avenue and Seabright Avenue	68.1	60.7	78.8	11:38 a.m.
ST-7	Intersection of Salmon Avenue and 223rd Street	66.4	57.5	75.8	11:55 a.m.
Notes: dBA = A-weighted decibels; L_{eq} = Equivalent Sound Level; L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level					
Source: Appendix 11.9.					

As shown in Table 5.11-4, short-term noise levels during the daytime ranged from 59.3 to 68.6 dBA L_{eq}.

EXISTING NOISE SOURCES

The project area is located in an urban area. The project area consists of commercial and industrial uses. Mobile noise is dominated by vehicular traffic, with major contributors near the project site including Interstate 710 (I-710), Interstate 405 (I-405), Via Oro Avenue, and Hughes Way. Stationary noise in the project vicinity primarily comes from nearby commercial and industrial uses and includes intermittent or short-term sources such as HVAC equipment, idling vehicles (including trucks), and employee or patron activity.

5.11.2 REGULATORY SETTING

FEDERAL LEVEL

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (U.S. EPA) offers guidelines for community noise exposure in the publication *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise.* These guidelines consider occupational noise exposure as well as noise exposure in homes. The U.S. EPA recognizes an exterior noise level of 55 decibels day-night level (dB L_{dn}) as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The U.S. EPA and other federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the U.S. EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

STATE LEVEL

California Environmental Quality Act

The Governor's Office of Land Use and Climate Innovation (LCI) (previously known as the Office of Planning and Research [OPR]) *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land

uses due to noise. The *Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. Table 5.11-5, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

As depicted in Table 5.11-5, the range of noise exposure levels overlap between the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable categories. OPR's *State General Plan Guidelines* note that noise planning policy needs to be rather flexible and dynamic to reflect not only technological advances in noise control, but also economic constraints governing application of noise-control technology and anticipated regional growth and demands of the community. In project specific analyses, each community must decide the level of noise exposure its residents are willing to tolerate within a limited range of values below the known levels of health impairment. Therefore, the City may use their discretion to determine which noise levels are considered acceptable or unacceptable, based on land use, project location, and other project factors.

Table 5.11-5
Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 - 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 77.5	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

Notes: CNEL = community noise equivalent level; NA = not applicable
NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.
CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.

Source: Governor's Office of Land Use and Climate Innovation, *General Plan Guidelines,* July 2017.

LOCAL LEVEL

City of Long Beach Municipal Code

LBMC Section 8.80*, Noise,* establishes exterior and interior noise limits for the generation of sound within the City. Maximum noise levels vary based on the receiving land use type and the cumulative duration of noise.

LBMC Section 8.80.150 – *Exterior noise limits – Sound levels by receiving land use district*. LBMC section 8.80.150(C) establishes if the measured ambient level exceeds the permissible noise limit categories, the allowable noise exposure standard shall be increased in five decibels increments in each category as appropriate to encompass or reflect the ambient noise level.

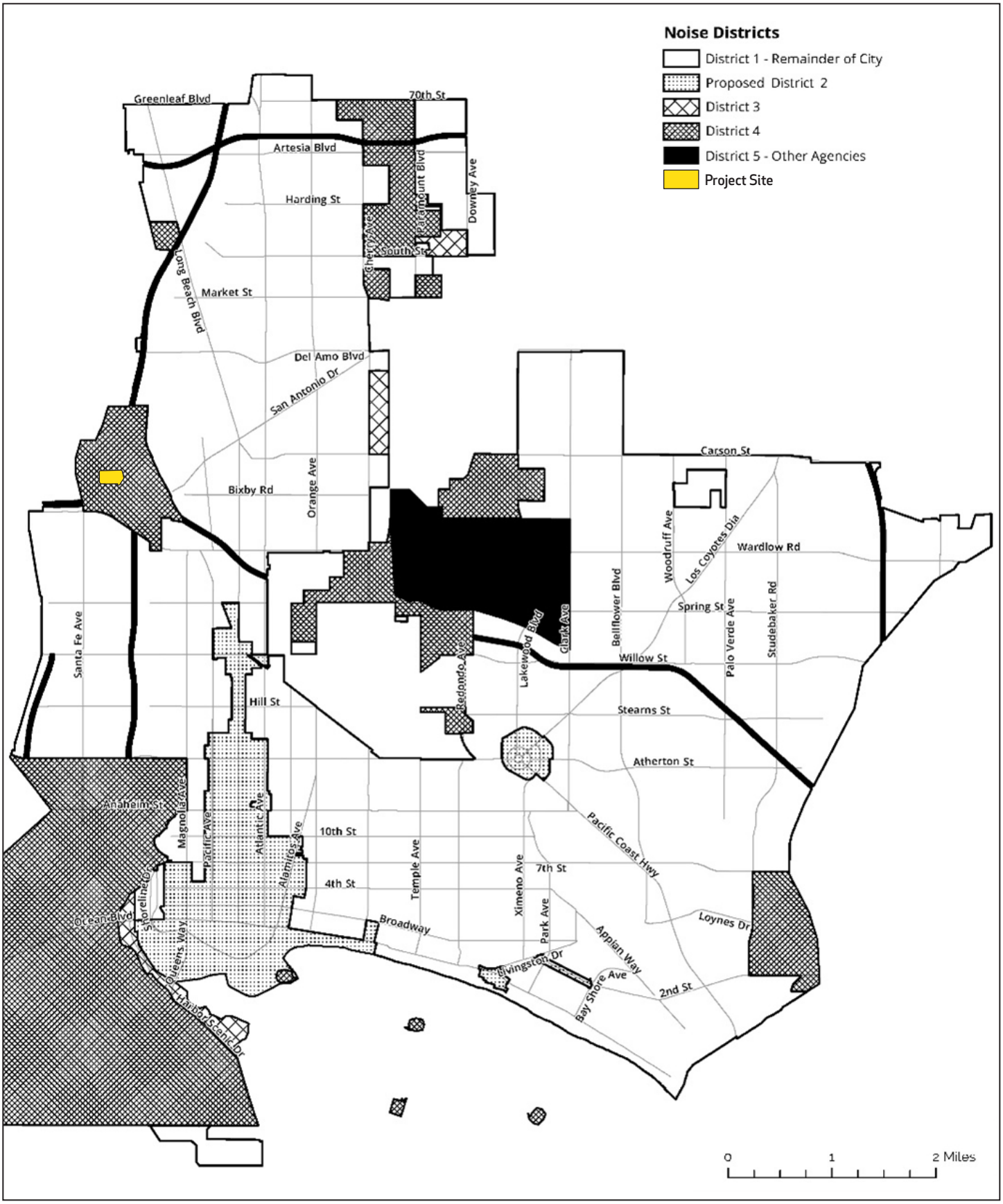
LBMC Section 8.80.160, *Exterior noise limits – Correction for character of sounds*. LBMC Section 8.80.160 establishes exterior noise limits for the following receiving land use districts. The proposed project would be located in District 4 along with receiving sensitive land uses, with the following noise limits as shown below in Table 5.11-6, *City of Long Beach Exterior Noise Limits*. Refer to Exhibit 5.11-2, *Noise District Map*, for the receiving land use districts surrounding the project site.

Table 5.11-6
City of Long Beach Exterior Noise Limits

Receiving Land Use District	Time Period	Noise Level
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	Any time	65
District Four	Any time	70
District Five	Regulated by other agencies and laws	--
Notes: District One: Predominantly residential with other land use types also present District Two: Mixed-use or predominantly commercial with other land use types also present District Three and Four: Predominantly industrial with other land use types also present District Five: Airport, freeways and waterways regulated by other agencies		
Source: Appendix 11.9.		

LBMC Section 8.80.200 – *Noise disturbances – Acts specified*. LBMC Section 8.80.200 requires that air conditioning equipment generate noise levels of no more than 55 dBA at any point on a neighboring property line. This standard would apply to all air conditioning and refrigerating equipment.

LBMC Section 8.80.202, *Construction Activity – Noise Regulation*, states allowable hours for construction. LBMC has not established quantitative standards for construction noise but is regulated through allowable hours of construction. All construction must occur outside of the hours of 7:00 p.m. to 7:00 a.m., Monday through Friday, and federal holidays occurring on weekdays. Construction equipment operation shall only be permitted outside of the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday and after 6:00 p.m. on Saturday. Construction work shall not be conducted on Sunday. To perform construction on Sundays, only between the hours of 9:00 a.m. and 6:00 p.m., a Sunday work Permit must be issued by the Noise Control Officer.



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Noise District Map

Exhibit 5.11-2

LBMC Section 8.20.200(N), *Noise Disturbance – Act Specific*, requires that air-conditioning and/or refrigeration equipment noise shall not exceed 55 dBA at the closest property line, 50 dB at a neighboring patio, or 50 dBA outside a neighboring living area window closest to the equipment's location.

LBMC Section 8.80.340(A), *Variance – Exemption from regulations*, states that variance may be obtained from a noise control officer to grant exemptions from any provision in the Noise Regulations in Chapter 8.80 of the LBMC.

City of Long Beach General Plan

On June 6, 2023, the City of Long Beach adopted a revised Noise Element (2023 Noise Element) replacing the previous Noise Element from the 1975 General Plan (1975 Noise Element). The 2023 Noise Element strives for a more equitable distribution of noise, limiting the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day, and creating allowances for Long Beach to thrive as a dynamic, growing city. The 2023 Noise Element identifies several policies to minimize the impacts of excessive noise levels throughout the community and establishes allowable noise exposure levels from transportation sources for all land uses.

The 2023 Noise Element includes strategies and policies to reduce construction noise impacts. Policies N 12-1 though N 12-7 include measures to reduce construction noise at the source, reduce noise conflicts, limit the allowable hours for construction activities near sensitive uses, establish noise level standards based on PlaceType as part of the LBMC, and encourage construction best practices that reduce noise.

The following objectives and policies from the 2023 Noise Element are applicable to the project:

- Strategy No. 1: Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential-Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.
    - Policy N 1-2: Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.
    - Policy N 1-3: Ensure development and redevelopment is considerate of the natural shape and contours of a site in order to reduce noise impacts.
    - Policy N 1-4: Encourage developers or landowners to incorporate noise reduction features in the site planning process.
    - Policy N 1-6: Ensure that project site design and function minimize the potential adverse impacts of noise.
    - Policy N 1-8: Require new development to provide facilities which support the use of multimodal transportation, including walking, bicycling, carpooling, and transit.
    - Policy N 1-9: Utilize noise barriers after all practical design-related noise measures have been integrated into the project. In instances, where sound walls are necessary,

they should be incorporated into the architectural and site character of the development and pedestrian access should be integrated.

- Strategy No. 3: Capitalize on urban design techniques and business operation strategies within business and employment center PlaceTypes (Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, Port of Long Beach) to minimize noise impacts on surrounding adjacent uses.
    - Policy N 3-1: Provide sufficient spatial separation between industrial uses and sensitive receptors. Utilize mitigation measures where feasible to reduce the noise source, such as noise attenuation methods, interrupting the noise path, or insulating the receptor to minimize the exposure of noise-sensitive uses to excessive industrial-related noise.
    - Policy N 3-2: Ensure new industrial uses are in compliance with the City's Noise Ordinance.
    - Policy N 3-3: Encourage industrial and commercial activities to restrict their receiving operations to daytime periods.
- Strategy No. 4: Protect and buffer noise sensitive areas and use through effective building design and material selection.
    - Policy N 4-1: Encourage developers to utilize noise absorbing building materials
- Strategy No. 5: Implement best practices to reduce impacts of noise from industrial sources
    - Policy N 5-1: In observance of requirements imposed by the California Air Resources Board (CARB), limit the idling of heavy trucks during nighttime hours to less than five minutes.
    - Policy N 5-2: Where feasible, require equipment enclosures for pumps and compressors that exceed Municipal Code noise standards.
    - Policy N 5-3: Encourage conduction of high-noise or high-vibration activities in a set window of time during the day.
    - Policy N 5-4: Industrial facility owners and/or operators should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.
    - Policy N 5-5: Commercial delivery truck traffic should avoid residential areas whenever feasible.
    - Policy N 5-6: Site design should consider sensitive receptor locations and place noise sources away from these when feasible.
    - Policy N 5-7: Encourage industrial operations to utilize on-site electrical sources to power equipment rather than diesel generators where feasible.
- Strategy No.12: Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.

- Policy N 12-1: Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.
- Policy N 12-2: Limit the allowable hours construction activities and maintenance operations near sensitive uses.
- Policy N 12-3: As part of the City's Municipal Code, establish noise level standards based on PlaceType and time of day, to which construction noise shall conform.
- Policy N 12-4: Encourage off-site fabrication to reduce needed on-site construction activities and corresponding noise levels and duration.
- Policy N 12-5: Encourage the following construction best practices:
    - 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."

Los Angeles Unified School District

Although the closest sensitive receptor (Rancho Dominguez Preparatory School) to the project site is located in the City of Long Beach, the sensitive receptor is also located within the Los Angeles Unified School District (LAUSD). The LAUSD has established a maximum construction exterior noise standard of 67 dBA L_{eq} to protect students and staff from noise impacts. Additionally, the LAUSD has established that a construction noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools.

5.11.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Generate 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 (refer to Impact Statement NOI-1);

b) Generate excessive groundborne vibration or groundborne noise levels (refer to Impact Statement NOI-2); and/or

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 (refer to Section 8.0, *Effects Found Not To Be Significant*)

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

METHODOLOGY

Construction

Construction noise levels were based on typical noise levels generated by construction equipment published by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). Construction noise is assessed in dBA L_{eq}. This unit is appropriate because L_{eq} can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Reference noise levels are used to estimate operational noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise.

Operations

The analysis of the project's noise environment is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate the project's operational noise impacts from stationary sources. Noise levels were collected from published sources from similar types of activities and used to estimate noise levels expected with the project's stationary sources. The reference noise levels are used to represent a worst-case noise environment as noise levels from stationary sources can vary throughout the day.

Vibration

Ground-borne vibration levels associated with construction activities for the project were evaluated utilizing typical ground-borne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential ground-borne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria for structural damage and human annoyance.

NOISE IMPACT CRITERIA

Construction

The General Plan Noise Element relies on the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA Noise and Vibration Manual), which identifies a maximum 8-hour noise level standard of 80 dBA L_{eq} at residential uses and 90 dBA L_{eq} at industrial uses for short-term construction activities. Noise generated by short-term construction activities below the FTA's maximum 8-hour noise level standard would have a less than significant impact. Construction noise was also evaluated using the LAUSD exterior noise standard of 67 dBA L_{eq} and the increase over ambient noise level standard of 3 dBA.

Operations

Operational noise is evaluated based on the standards within the City's noise standards and General Plan. As mentioned previously, the closest sensitive receptor is approximately 920 feet northwest of the project site. The project site is also located adjacent to industrial uses within the City of Long Beach. Per the LBMC, the exterior noise level threshold for District 4 land uses is 70 dBA. Therefore, 70 dBA was used as the operational exterior noise standard in this analysis. Noise levels exceeding these thresholds anytime at the property boundary of a school, residence, or industrial use would be considered a significant impact.

Vibration

Per FTA guidance, a vibration limit of 12.7 millimeters per second (mm/sec; 0.5 in/sec) PPV is used for buildings that are structurally sound and designed to modern engineering standards. A conservative vibration limit of 5 mm/sec (0.2 in/sec) PPV has been used for buildings that are found to be structurally sound but where structural damage may be a major concern. For historic buildings or buildings that are documented to be structurally weakened, a limit of 2 mm/sec (0.08 in/sec) PPV is used to provide the highest level of protection. LBMC Section 8.80.200 contains a "vibration perception threshold"; however, this threshold is applicable to the operation of any device, whereas construction vibration would be a temporary source of groundborne vibration that would not expose surrounding properties to daily vibration beyond completion of project construction.

Traffic Noise Levels

An off-site traffic noise impact typically occurs when there is a discernable increase in traffic, and the resulting noise level exceeds an established noise standard. In community noise considerations, changes in noise levels greater than 3 dB are often identified as substantial, while changes less than 1 dB will not be discernible to local residents. A 5-dB change is generally recognized as a clearly discernable difference.

As traffic noise levels at sensitive uses likely approach or exceed the City's 60 dBA CNEL clearly compatible standard, a 3.0 dB increase as a result of the project is used as the increase threshold for the project. Thus, the project would result in a significant noise impact if a permanent increase in ambient noise levels of 3.0 dB occurs upon project implementation and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

5.11.4 IMPACTS AND MITIGATION MEASURES

TEMPORARY OR PERMANENT NOISE IMPACTS

NOI-1 WOULD THE PROJECT GENERATE 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?

Impact Analysis:

SHORT-TERM CONSTRUCTION NOISE IMPACTS

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., demolition, land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the sensitive receptors located to the northwest and south of the construction site. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors.

Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Typical operating cycles for the construction equipment used in these phases may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping material or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in Table 5.11-7, *Typical Construction Noise Levels*.

Table 5.11-7
Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85

Equipment	Typical Noise Level (dBA) at 50 feet from Source
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	80
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84
Note: Typical noise levels from representative equipment are based on measured data from railroad construction equipment taken during the 1976 Northeast Corridor Improvement Project, the Federal Highway Administration Roadway Construction Noise Model, U.S. Environmental Protection Agency data, and other measured data. Therefore, typical noise levels displayed generally incorporate older Tier 2 and Tier 3 equipment.	
Source: Appendix 11.9.	

Following the FTA's methodology for quantitative construction noise assessments, the FHWA Roadway Construction Noise Model (RCNM) was used to predict construction noise. The noise levels identified in Table 5.11-8, *Project Construction Noise Levels.* show the exterior construction noise at the nearest residential and industrial receptors, without accounting for attenuation from existing physical barriers. Construction activities would not take place between the hours of 7:00 p.m. and 7:00 a.m. in compliance with LBMC Section 8.80.202. As discussed above, the General Plan Noise Element utilizes the criteria from the FTA Transit Noise and Vibration Manual to establish significance thresholds. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L_{eq} averaged over an 8-hour period ($L_{eq\ (8\text{-}hr)}$) and 90 dBA $L_{eq\ (8\text{-}hr)}$ at commercial and industrial uses. In compliance with the LBMC, it is assumed that construction would not occur during the noise-sensitive nighttime hours. The City's permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and would not cause a significant impact.

Construction-related activities would temporarily increase ambient noise levels in the proposed project vicinity. Construction-related noise levels at and near the project site would fluctuate depending on the level and type of construction activity on a given day. During construction, exterior noise levels could affect the various uses surrounding the site. Construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors. Noise impacts for mobile construction equipment are typically assessed as emanating from the main construction activity area. For the proposed project, the main construction activity area would be approximately 1,390 feet from the nearest sensitive receptor, Rancho Dominguez Preparatory School to the northwest. However, the distance from the project site boundary to the school property line, 920 feet,

was conservatively used to model construction noise.[1] Noise levels typically attenuate (or drop off) at a rate of 6 dB per doubling of distance from point sources.

Table 5.11-8
Project Construction Noise Levels

Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBA L_{eq})[2]	Noise Threshold (dBA L_{eq})[3]	Exceeded?
	Land Use	Distance (feet)[1]	Direction			
Demolition	School	920	Northwest	61.2	80	**No**
	Residential	1,080	South	59.8	80	**No**
	Industrial	25 – 280	North	88.7	90	**No**
Site Preparation	School	920	Northwest	62.3	80	**No**
	Residential	1,080	South	60.9	80	**No**
	Industrial	25 – 280	North	88.6	90	**No**
Grading	School	920	Northwest	62.9	80	**No**
	Residential	1,080	South	61.5	80	**No**
	Industrial	25 – 280	North	87.4	90	**No**
Building Construction	School	920	Northwest	61.6	80	**No**
	Residential	1,080	South	60.2	80	**No**
	Industrial	25 – 280	North	83.4	90	**No**
Paving	School	920	Northwest	61.2	80	**No**
	Residential	1,080	South	59.8	80	**No**
	Industrial	25 – 280	North	87.5	90	**No**
Architectural Coating	School	920	Northwest	48.4	80	**No**
	Residential	1,080	South	47.0	80	**No**
	Industrial	25 – 280	North	79.7	90	**No**

Notes:
1 For school and residential receptors, distance conservatively measured from the location of the project site boundary to the receptor's nearest property line. For industrial receptors, distances are staggered for different pieces of equipment between 25 and up to 280 feet (distance from receptor property line to main construction area or center of project site). Staggered distances represent a conservative estimate because equipment would not be stationary and some pieces of equipment would be located farther than 280 feet away.
2 Modeled noise levels conservatively assume the simultaneous operation of all pieces of equipment.
3 The FTA Noise and Vibration Manual establishes construction noise standards of 80 dBA L_{eq}(8-hour) for residential uses and 90 dBA L_{eq} for industrial uses.

Source: Appendix 11.9.

The noise levels identified in Table 5.11-8 show the estimated exterior construction noise at the nearest sensitive receptors to the northwest and south of the project site. Based on calculations using the RCNM, construction noise levels would range from approximately 47.0 dBA L_{eq} to 62.9 dBA L_{eq} at the nearest sensitive receptors and 79.7 dBA L_{eq} to 88.7 dBA L_{eq} at the nearest industrial receptor. RCNM calculations utilize noise levels associated with different types and number of construction

[1] As detailed in Section 3.0, *Project Description*, the distance from the Rancho Dominguez Preparatory School property line to the project site's property line is 920 feet, with school parking lots being closest to the project site. School sports fields are slightly farther, at 1,050 feet from the project site, followed by occupiable classroom buildings, at 1,390 feet from the project site.

equipment operating simultaneously. As shown in Table 5.11-8, project construction noise levels would not exceed the FTA's construction noise standards. Additionally, Table 5.11-8 shows that construction noise from the project would not exceed the LAUSD standard of 67 dBA L_{eq} at the nearest school (Rancho Dominguez Preparatory School) during any construction phase. Furthermore, based on ambient noise measurements shown above in Table 5.11-4, specifically measurement location ST-4, construction noise from the project would not exceed the LAUSD increase over ambient standard of 3 dBA or more. Therefore, construction noise impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG-TERM OPERATIONAL NOISE IMPACTS

Stationary Sources

Implementation of the project would create new sources of noise in the vicinity of the project site. The major noise sources associated with the project include the following:

- Mechanical equipment (i.e., trash compactors, air conditioners, backup generators, etc.;
- Loading dock activities (i.e., slow moving trucks on the site, maneuvering and idling trucks, air brakes, backup beepers, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by trips);
- Landscape maintenance;
- Emergency backup generator; and
- Off-site traffic noise.

The reference noise levels for each stationary source, as well as the project's projected stationary noise levels at each receptor, are presented in Table 5.11-9, *Project Operational Noise Levels*.

Table 5.11-9
Project Operational Noise Levels

Nearest Land Use	Distance (feet)	Reference Level at 50 feet (dBA)	Project Contribution to Noise Level at Receiver (dBA)[5]	Exterior Noise Standard (dBA) [6]	Exceed Standard	Ambient Noise Level (L_{eq})[7]	Combined Noise at Receiver	Incremental Increase (dBA)	Exceed Threshold
Mechanical Equipment (HVAC)[1]									
Industrial	140	55.4	46.5	70	No	64.0	64.1	0.1	No
School	1,040		29.0	70	No	65.9	65.9	0.0	No
Residences	1,100		28.6	70	No	68.6	68.6	0.0	No
Truck Loading Area[2]									
Industrial	70	64.4	61.5	70	No	64.0	65.9	1.9	No
School	965		38.7	70	No	65.9	65.9	0.0	No
Residences	1,455		35.1	70	No	68.6	68.6	0.0	No
Parking Area[3]									
Industrial	35	48.9	52.0	70	No	64.0	64.3	0.3	No
School	965		23.1	70	No	65.9	65.9	0.0	No
Residences	1,080		22.2	70	No	68.6	68.6	0.0	No
Landscape Maintenance[4]									

Nearest Land Use	Distance (feet)	Reference Level at 50 feet (dBA)	Project Contribution to Noise Level at Receiver (dBA)[5]	Exterior Noise Standard (dBA) [6]	Exceed Standard	Ambient Noise Level (L_{eq})[7]	Combined Noise at Receiver	Incremental Increase (dBA)	Exceed Threshold
Industrial	15	50.0	60.5	70	No	64.0	65.6	1.6	No
School	920		24.7	70	No	65.9	65.9	0.0	No
Residences	1,010		23.9	70	No	68.6	68.6	0.0	No
Backup Generator									
Industrial	140	68.3	59.3	70	No	64.0	65.3	1.3	No
School	1,030		42.0	70	No	65.9	65.9	0.0	No
Residences	1,100		41.4	70	No	68.6	68.6	0.0	No
Combined Noise									
Industrial	290	70.0	54.7	70	No	64.0	64.5	0.5	No
School	1,490		40.5	70	No	65.9	65.9	0.0	No
Residences	1,415		41.0	70	No	68.6	68.6	0.0	No

Notes:
1 Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.
2 Loading dock reference noise level measurements conducted by Kimley-Horn on December 18, 2018.
3 Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.
4 U.S. EPA, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, 1971.
5 Calculated using the inverse square law formula for sound attenuation: dBA2 = dBA1+20Log(d1/d2), where dBA2 = estimated noise level at receptor; dBA1 = reference noise level; d1 = reference distance; d2 = receptor location distance.
6 District 4 thresholds are 70 dBA; this was used as the exterior noise standard.
7 Ambient noise levels are based on measured noise levels from Table 5.11-4.

Source: Appendix 11.9.

Mechanical Equipment

Potential stationary noise sources related to long-term operation of the project site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 55.4 dBA L_{eq} at 50 feet.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines as they move toward and from the loading docks, exhaust systems, and brakes during low gear shifting braking activities; dropping down the dock ramps; and maneuvering away from the docks. Loading dock noise is approximately 64.4 dBA L_{eq} at 50 feet.

Furthermore, loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Additionally, truck idling would be limited to no more than five minutes based on guidelines established by the California Air Resources Board. Therefore, the project would result in a less than significant impact related to interior stationary noise levels.

Parking Lot Noise

The project would provide a total of 333 parking stalls for passenger vehicles including 66 electronic vehicle (EV) capable spaces. Parking stalls would be located on the west, north, and east sides of the project site. Nominal parking noise would occur within the on-site parking facilities. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are

based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-by trips range from 53 to 61 dBA L_{eq} at 50 feet and may be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas may also be an annoyance to nearby sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA L_{eq} at 50 feet for very loud speech. It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly L_{eq} metric, which are averaged over the entire duration of a time period.

Furthermore, parking lot noise also currently occurs at the adjacent properties under existing conditions and would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along area roadways. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Landscape Maintenance Activities

Development and operation of the project include new landscaping that would require periodic maintenance. Noise generated by a gasoline-powered lawnmower is estimated to be approximately 50.0 dBA at a distance of 50 feet. Further, maintenance activities would operate during daytime hours for brief periods of time as allowed by the LBMC and would not permanently increase ambient noise levels in the project vicinity and would be consistent with activities that currently occur at the surrounding uses. Therefore, with adherence to the LBMC, impacts associated with landscape maintenance would be less than significant.

Emergency Backup Generator

Implementation of the project would also include the installation of one emergency backup generator. It was conservatively assumed that the emergency backup generator would be located at the northwest portion of the project site, closest to the nearest sensitive receptor. However, the installed emergency backup generator may be located even further away from nearby sensitive receptors. Diesel generators equipped with sound-attenuating enclosures typically generate noise levels of approximately 68.3 dBA at a distance of 50 feet, reflecting up to 10 dBA of noise attenuation provided by the enclosure. Therefore, noise impacts associated with the proposed emergency backup generator would be less than significant.

Combined Noise Levels

Project operations could potentially result in simultaneous noise generating activities associated with the mechanical equipment, truck loading area, parking lot area, landscape maintenance, and backup generator. The combined noise level associated with the simultaneous operation of all on-site noise sources at the nearest industrial and sensitive receptors to the project site are shown in Table 5.11-9, *Project Operational Noise Levels*.

At the closest sensitive receptor (Rancho Dominguez Preparatory School), the combined noise level would be approximately 65.9 dBA L_{eq} and would not exceed the City of Long Beach's allowable noise level of 70 dBA L_{eq}. Furthermore, the combined noise levels at the nearest industrial receptor would be 64.5 L_{eq} and would not exceed the 70 dBA L_{eq} standard for industrial uses. Therefore, noise impacts associated with the simultaneous operation of all on-site noise sources would be less than significant and would not be perceptible.

Mobile Sources

Implementation of the project would generate increased traffic volumes along nearby roadway segments. Traffic data provided by the *3800 Via Oro Long Beach Traffic Impact Assessment* (Traffic Impact Assessment) prepared by Kimley-Horn and Associates, Inc., dated February 2026 shows that the proposed project would generate 1,250 daily trips, which would result in noise increases on project area roadways. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Generally, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant. Traffic noise levels for roadways primarily affected by the project were calculated using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the project, based on the Traffic Impact Assessment. Table 5.11-10, *Opening Year and Opening Year Plus Project Traffic Noise*, shows the opening year conditions and opening year plus project traffic noise levels.

Table 5.11-10
Opening Year and Opening Year Plus Project Traffic Noise

Roadway Segment	Opening Year Conditions (dBA CNEL)	Opening Year With Project (dBA CNEL)	Change from No Project Conditions (dBA CNEL)	Applicable Standard	Significant?
Hughes Way Between Santa Fe Avenue and Via Oro Avenue	59.3	60.1	0.8	3 dBA	No
Hughes Way East of Via Oro Avenue	56.9	58.4	1.5	3 dBA	No
Via Oro Avenue Between Carson Street and Hughes Way	56.9	57.4	0.5	3 dBA	No
Warnock Way Between Santa Fe Avenue and Hughes Way	62.2	62.5	0.3	3 dBA	No
Carson Street Between Santa Fe Avenue and Via Oro Avenue	58.6	58.7	0.1	3 dBA	No
Santa Fe Avenue South of Wardlow Road	64.0	64.0	0.0	3 dBA	No
Santa Fe Avenue Between Wardlow Road and Warnock Way	64.8	64.9	0.1	3 dBA	No
Santa Fe Avenue Between Warnock Way and Carson Street	63.8	63.8	0.0	3 dBA	No
Santa Fe Avenue North of Carson Street	64.5	64.5	0.0	3 dBA	No
Wardlow Road Between I-405 Ramps and Seabright Avenue	61.7	61.8	0.1	3 dBA	No

Roadway Segment	Opening Year Conditions (dBA CNEL)	Opening Year With Project (dBA CNEL)	Change from No Project Conditions (dBA CNEL)	Applicable Standard	Significant?
Wardlow Road Between Seabright Avenue and Santa Fe Avenue	63.4	63.5	0.1	3 dBA	No
Wardlow Road East of Santa Fe Avenue	62.4	62.4	0.1	3 dBA	No

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.
[1] Traffic noise levels are 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.
[2] These are the 12 roadway segments considered for the project. Other nearby roadways are not expected to add a measurable number of vehicle trips and therefore are not needed in the intersection operational analysis.

Source: Appendix 11.9.

As previously described, CNEL is a 24-hour average L_{eq} with a 5 dBA weighting during the hours of 7:00 a.m. to 10:00 a.m. and a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The opening year with project traffic noise levels would range from 57.4 dBA CNEL to 64.9 dBA CNEL at 100 feet from the centerline. The project would result in the highest noise increase of 1.5 dBA CNEL on Hughes Way East of Via Oro Avenue. Therefore, roadway noise levels would not result in an increase of 3 dBA or more and would not expose people to a perceptible increase in traffic noise levels. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

VIBRATION IMPACTS

NOI-2 WOULD THE PROJECT GENERATE EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Impact Analysis:

SHORT-TERM CONSTRUCTION

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The FTA has published standard vibration velocities for construction equipment operations in the FTA Noise and Vibration Manual. The types of construction vibration impacts include human annoyance and building damage. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec PPV) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time

(0.20 in/sec annoyance threshold). Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec PPV is considered safe and would not result in any construction vibration damage.

The nearest structure to the project site is the industrial use building located 40 feet to the north of the project site. Table 5.11-11, *Typical Construction Equipment Vibration Levels*, lists vibration levels at 25 feet and 40 feet for typical construction equipment. Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in Table 5.11-11 based on FTA data, vibration velocities from typical heavy construction equipment operations that could be used during project construction range from 0.002 to 0.104 in/sec PPV at 40 feet from the source of activity (the distance from active construction zone to the nearest structure to the north), which is below the FTA's 0.20 in/sec PPV threshold for structural damage and Caltrans threshold for annoyance. Additionally, project construction activities would not utilize any pile driving equipment that typically results in greater vibration velocities. Therefore, vibration impacts associated with the project construction would be less than significant.

Table 5.11-11
Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 40 Feet (in/sec)[1]
Vibratory Roller	0.210	0.104
Large Bulldozer	0.089	0.044
Loaded Trucks	0.076	0.038
Small Bulldozer/ Tractors	0.003	0.002

Notes: NA = Not Applicable
Calculated using the following formula:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.
D = the distance from the equipment to the receiver

Source: Appendix 11.9.

LONG-TERM OPERATIONS

Once operational, the project would not be a significant source of ground-borne vibration. Ground-borne vibration surrounding the project currently results from heavy-duty vehicular travel (e.g., refuse trucks, heavy duty trucks, delivery trucks, and transit buses) on the nearby local roadways. Operations of the project would include periodic truck activities. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way and rarely results in vibration levels that cause damage to buildings in the vicinity. According to the FTA Noise and Vibration Manual, trucks rarely create vibration levels that exceed 70 VdB (equivalent to 0.012 in/sec PPV) when they are on roadways. Therefore, trucks operating at the project site or along surrounding roadways would not exceed FTA thresholds for building damage or annoyance. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.11.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis*, cumulative projects are situated in the project vicinity.

SHORT-TERM CONSTRUCTION NOISE IMPACTS

- **WOULD THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, GENERATE A SUBSTANTIAL TEMPORARY 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 AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: The project's construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise would be periodic and temporary noise impacts that would cease upon completion of construction activities. The project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the project's construction-related noise impacts would be less than significant by implementing the LBMC.

Construction activities associated with related projects near the project site would similarly be required to comply with applicable City regulations related to noise and would take place during daytime hours on the days and times permitted by the LBMC, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Since noise dissipates as it travels away from its source, noise impacts would be limited to the project site and vicinity. Therefore, project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG-TERM NOISE IMPACTS

- **WOULD THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, GENERATE A SUBSTANTIAL 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 AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis:

MOBILE NOISE

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed project and other foreseeable projects. Cumulative noise impacts generally occur as a result of increased traffic on local roadways due to buildout of the project and other projects in the vicinity. However, the project is projected to result in 1,250 new daily vehicular trips and would not result in a perceptible traffic noise increase (less than 3.0 dBA) along local roadways as shown in Table 5.11-10. Therefore, the project's contribution would not be cumulatively considerable.

STATIONARY NOISE

Stationary noise sources of the project would not result in an incremental increase in non-transportation noise sources in the vicinity of the site. Therefore, operational noise caused by the proposed project would be less than significant. Similar to the project, other planned and approved projects would be required to mitigate stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts.

No known present or reasonably foreseeable projects would combine with the operational noise levels generated by the project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the project, together with other projects, would not create a significant cumulative impact, and even if there was such a significant cumulative impact, the project would not make a cumulatively considerable contribution to significant cumulative operational noises.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the project site and immediate vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with project -specific noise impacts, would not be cumulatively significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

VIBRATION IMPACTS

- **WOULD THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, GENERATE EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: As discussed above, project operational activities would not generate substantial groundborne vibration and project construction activities would not generate groundborne vibration above the significance criteria (i.e., 0.2 in/sec PPV threshold as established by the FTA) at the nearest sensitive receptors and structures. Groundborne vibration generated from cumulative development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions. Therefore, the project's contribution to cumulative vibration impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.11.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to noise have been identified.

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5.12 Utilities and Service Systems

5.12 UTILITIES AND SERVICE SYSTEMS

Utilities and service systems addressed in this section include water, wastewater treatment, stormwater drainage, solid waste, and dry utilities. This section discusses the existing conditions, which provide the necessary baseline information. This section is primarily based upon the following technical study; refer to Appendix 11.10, *Utilities Memorandum*:

- *3800 Via Oro Utility Report,* prepared by Kimley Horn and Associates, Inc., dated March 3, 2026.

5.12.1 EXISTING SETTING

DOMESTIC WATER

The project site receives domestic water services from the City of Long Beach Utilities Department (LBUD). An LBUD water line loop currently exists on-site and is made up of 8- to 12-inch water lines that connect to existing 12-inch water lines in Via Oro Avenue and Hughes Way. According to the Utilities Memorandum, the current development on-site – a television broadcasting facility – has an existing water demand of 8,807 gallons per day (gpd).

Potable Water

According to the LBUD's *2020 Urban Water Management Plan* (2020 UWMP), potable water is primarily fed by treated groundwater from the centralized Groundwater Treatment Plant (GWTP) and supplemented by eight imported water connections. The LBUD services approximately 94,000 active connections within a 50 square-mile service area. Approximately 916 miles of transmission and distribution pipelines move water throughout the system and deliver water to homes and businesses in the City. There are also 20 active inter-agency connections with the cities of Signal Hill, Compton, Los Angeles, Paramount, Lakewood, and Seal Beach, as well as the Port of Long Beach Harbor Department, the California Water Company, and the Golden State Water Company. Most of these connections are in place for emergency purposes only. LBUD has determined that there would be sufficient water supplies to meet all demands through the year 2050 during normal, single-dry, and multiple dry year hydrological conditions. The LBUD anticipates a total water supply of 88,752 acre-feet per year (AFY) and a total water demand of 52,270 AFY in 2050 during a normal year, indicating that future water supplies are projected to significantly exceed demands through 2050.[1]

Groundwater

The project site is located within the Coastal Plain of the Los Angeles Groundwater Basin, and West Coast subbasin. Both the West Coast and Central subbasin aquifers underlie the LBUD service area. According to the 2020 UWMP, the LBUD receives approximately 60 percent of its water supply from groundwater; it holds water rights in both groundwater subbasins, which are managed by the Water Replenishment District of Southern California (WRD). LBUD has an Allowable Pumping Allocation (APA) of 32,692 AFY from the Central subbasin and currently pumps all its groundwater supply from

[1] Long Beach Public Utilities District, *Final Draft 2020 Urban Water Management Plan*, https://www.lbutilities.org/files/sharedassets/utilities/v/1/about-us/documents/lbwd_uwmp2020_final_errata_revised.pdf, accessed March 26, 2026.

this source. LBUD also has an APA of 0.7-AFY from the West Coast subbasin but currently does not actively pump from this subbasin. The total APA (i.e., the total annual right to extract water on an on-going basis) exceeds the natural yield of the subbasin, and as such, the WRD is responsible for replenishing the subbasin. WRD funds these essential services through a replenishment assessment, meaning that parties extracting water from the Central subbasin pay an assessment to WRD on a per acre-foot extracted basis. The replenishment assessment is used by WRD to purchase replenishment water and to fund other programs for the replenishment and protection of the subbasin. The Central subbasin is replenished via natural replacement, recycled water, in-lieu replenishment, imported water, and seawater barrier operations.[2]

Imported Water

About 40 percent of LBUD's supply comes from imported water. The LBUD purchases imported water from the Metropolitan Water District of Southern California (MWD), as one of its member agencies. The MWD sources water from the Colorado River Aqueduct and through the State Water Project. The MWD has documented, in its *2020 Regional Urban Water Management Plan* (MWD 2020 Regional UWMP), adopted in June 2021, that its supplies will be sufficient to meet the future demands of its member agencies. The LBUD's water demand is projected to drop below the 100 gallons per capita per day threshold at which the current MWD allocation plan guarantees a full water allocation. Furthermore, the Metropolitan Water District Act, a State law, entitles LBUD to a "preferential right" of MWD supplies in an amount that is greater than the projected need of the LBUD for those supplies. As such, LBUD's access to MWD supplies is reliable through 2050.[3]

Recycled Water

The LBUD has been providing recycled water since the 1980s in an effort to replace the use of potable water in the City. Recycled water is produced at the Long Beach Water Reclamation Plant (LBWRP), operated by the Los Angeles County Sanitation Districts (LACSD) and located at 7400 East Willow Street in Long Beach. Recycled water provided by the LBUD is primarily used by public and private irrigation customers (e.g., parks, schools, golf courses, cemeteries, and garden nurseries) and a conglomerate of oil companies, which use the recycled water for oil-extracting processes. LBWRP currently produces an average of about 13,500 acre-feet per year (AFY) (a five-year average) of recycled water.[4]

WASTEWATER

The State Water Resource Control Board (SWRCB) works in coordination with Regional Water Quality Control Boards (RWQCBs) to preserve, protect, enhance, and restore water quality. The City is within the jurisdiction of the Los Angeles RWQCB. The LACSD oversees treatment facilities that serve the City. Wastewater conveyance services for the project site are provided by LBUD. The LBUD operates and maintains over 700 miles of sanitary sewer lines, delivering over 40 million gallons per day to LACSD facilities. Project wastewater would be treated at the LACSD's LBWRP. According to

[2] Long Beach Public Utilities District, *Final Draft 2020 Urban Water Management Plan*, https://www.lbutilities.org/files/sharedassets/utilities/v/1/about-us/documents/lbwd_uwmp2020_final_errata_revised.pdf, accessed March 26, 2026.

[3] Ibid.

[4] Ibid.

the Utilities Memorandum, the LBWRP treats approximately 18 million gallons per day (mgd) of wastewater, and the maximum treatment capacity of the LBWRP is approximately 25 mgd.

An existing 15-inch vitrified clay pipe (VCP) sewer line is located in Via Oro Avenue and an existing 8- to 10-inch VCP sewer line is located in Hughes Way. The existing sewer line on-site ties into these sewer lines in Hughes Way and Via Oro Avenue. According to the Utilities Memorandum, the current development on-site generates approximately 7,339 gpd of wastewater.

STORMWATER

Refer to Section 5.5, *Hydrology and Water Quality*, for a detailed discussion on the existing drainage conditions for the project site.

The project site is relatively flat with an approximate surface elevation ranging from 28.1 feet above mean sea level (msl) to 34.1 feet above msl. Under existing conditions, a 24- to 36-inch reinforced concrete pipe (RCP) public storm drain line runs along the eastern property line. Surface water generally flows northwest to southeast via surface flow and curb/gutters. The southern portion of the site has a wall along the building, thus surface water from the western paved area sheet flows east to a curb and gutter which drains onto Hughes Way. The southeastern area previously developed with solar panels (removed as of June 2025) is now vacant and graded; runoff in this area that is not infiltrated sheet flows generally south onto Hughes Way. Once the water drains onto Hughes Way from the site, it is carried along curb and gutter into a catch basin where it enters the City's public storm drain system. Flow travels through the public storm drain system and eventually discharges into the Los Angeles River and flows to the Pacific Ocean.

SOLID WASTE

Solid waste collection services are provided by the City's Environmental Services Bureau; however, the City is also a member of the LACSD. Based on available disposal reporting data from the California Department of Resources Recycling and Recovery (CalRecycle), it was estimated that the annual tonnage of solid waste generated by all sources in the City in 2024 (the latest year with available data) was approximately 459,417 tons.[5]

As of February 2024, refuse in the City is delivered daily to local transfer station facilities and then transported to landfills in Los Angeles and Orange County. Previously, the City's refuse was taken to the Southeast Resource Recovery Facility (SERRF), which closed in February 2024. According to LACSD, residents and commercial haulers are encouraged to use nearby LACSD's facilities for disposal and recycling. Alternative disposal options include two Material Recovery Facilities (MRF) operated by LACSD: the Downey Area Recycling and Transfer Facility in Downey, and the Puente Hills MRF. Table 5.12-1, *Landfills Serving the City of Long Beach*, provides the maximum daily throughput, remaining capacity, and anticipated closure year for landfills available to serve the project site.

[5] California Department of Resources Recycling and Recovery, Jurisdiction Review Reports: Jurisdiction Disposal Tonnage Trend, https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/slcp/capacityplanning/recycling/ReviewReports/DisposalTonnageTrend, accessed March 26, 2026.

Table 5.12-1
Landfills Serving the City of Long Beach

Landfill/Location	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Year
Puente Hills Material Recovery Facility (previously Puente Hills Landfill)[1] 2808 South Workman Mill Road, Whittier, CA 90601	4,400	--	--
Downey Area Recycling and Transfer Facility 9770 Washburn Road, Downey, CA 90241	5,000	--	--
Azusa Land Reclamation Co. Landfill 1211 West Gladstone Street, Azusa, CA 91702	8,000	44,554,299	2045
Burbank Landfill Site No. 3 1600 Lockheed View Drive, Burbank, CA 91504	240	4,525,788	2053
Calabasas Landfill 5300 Lost Hills Road, Agoura, CA 91301	3,500	6,700,000	2029
Lancaster Landfill and Recycling Center 600 East Avenue F, Lancaster, CA 93535	5,100	13,017,160	2044
San Clemente Island Landfill San Clemente Island, CA 92674	10	278,844	2042
Savage Canyon Landfill 13919 East Penn Street, Whittier, CA 90602	3,350	7,612,583	2079
Scholl Canyon Landfill 3001 Scholl Canyon Road, Glendale, CA 91206	3,400	3,500,000	2030
Sunshine Canyon City/County Landfill 14747 San Fernando Road, Sylmar, CA 91342	12,100	66,200,000	2037
Total	**45,100**	**146,388,674**	**--**

Note:
1 The Puente Hills Landfill closed permanently on October 31, 2013. Refuse may be taken to the Puente Hills Material Recovery Facility instead; therefore, capacity for the Material Recovery Facility is shown.

Source: California Department of Resources Recycling and Recovery, *SWIS Facility/Site Search*, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, accessed March 26, 2026.

LACSD has taken the lead role in implementing the Waste-by-Rail system, a remote disposal program for Los Angeles County. The Waste-by-Rail system will provide long-term disposal capacity to replace local landfills as they reach capacity and close. The starting point of the Waste-by-Rail system will be MRFs or transfer stations located throughout Los Angeles County. Residual waste from the MRFs or transfer stations will be transported via rail to remote landfills for disposal. Through the available MRFs run by LACSD, the use of active landfills in Orange, San Bernardino, and Riverside Counties and plans for future implementation of the Waste-by-Rail system, Los Angeles County, including the City of Long Beach, is currently able to meet existing and projected landfill needs.[6]

[6] City of Long Beach, Development Services/Planning Bureau, *General Plan Land Use and Urban Design Elements Project, Draft Environmental Impact Report (Recirculated) (State Clearinghouse No. 2015051054)*, June 2019.

DRY UTILITY SERVICES

Natural Gas

LBUD is responsible for providing natural gas services to the City of Long Beach, including the project site.

Electricity

SCE provides electrical power to 15 million people in 50,000 square-miles across central, coastal and Southern California, excluding the City of Los Angeles and some other cities. SCE's electrical system is a vast network of transmission lines, distribution lines, electric poles, and transformers.[7] SCE currently provides electricity services to the project site.

Telecommunications

The project site is served by existing telecommunications infrastructure, including telephone and internet services.

5.12.2 REGULATORY SETTING

Refer to Section 5.5.2, *Regulatory Setting*, for a discussion on all applicable federal, State, and local level regulations regarding stormwater.

FEDERAL LEVEL

Domestic Water

FEDERAL SAFE DRINKING WATER ACT OF 1974

The Safe Drinking Water Act, the principal federal law intended to ensure safe drinking water for the public, was enacted in 1974 and has been amended several times since it came into law. The Act authorizes the U.S. Environmental Protection Agency (U.S. EPA) to set national standards for safe drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the SWRCB conducts most enforcement activities. If a water system does not meet its standards, then it is the water supplier's responsibility to notify its customers.

Solid Waste

RESOURCE CONSERVATION AND RECOVERY ACT OF 1976

The Resource Conservation and Recovery Act (RCRA) of 1976 (Title 40 of the Code of Federal Regulations [CFR]), Part 258 contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the Federal landfill criteria. The federal

[7] Southern California Edison, *Who We Are*, https://www.sce.com/about-us/who-we-are, accessed March 30, 2026.

regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

STATE LEVEL

Domestic Water

CALIFORNIA CODE OF REGULATIONS, TITLE 22, DIVISION 4, CHAPTER 3 WATER RECYCLING CRITERIA

California regulates the wastewater treatment process and use of recycled water pursuant to California Code of Regulations (CCR), Title 22, Division 4, Chapter 3, Water Recycling Criteria. According to these regulations, recycled water to be used for irrigation of public areas must be filtered and disinfected to tertiary standards.

URBAN WATER MANAGEMENT ACT

The Urban Water Management Planning Act requires urban water suppliers to prepare an Urban Water Management Plan (UWMP) if they provide water for municipal purposes to more than 3,000 customers or provide more than 3,000 AFY of water. The intent of the UWMP is to assist water supply agencies in water resource planning given their existing and anticipated future demands. The UWMP must include a water supply and demand assessment that compares total water supply available to the water supplier with the total projected water use over a 20-year period. UWMPs must also be updated every five years.

STATE OF CALIFORNIA WATER RECYCLING ACT

Enacted in 1991, the Water Recycling Act established water recycling as a State priority. The Water Recycling Act encourages municipal wastewater treatment districts to implement recycling programs to reduce local water demands.

WATER CONSERVATION ACT OF 2009

Water Code Sections 10800, *et seq*. creates a framework for future planning and actions by urban (and agricultural) water suppliers to reduce California's water use. The law requires urban water suppliers to reduce Statewide per capita water consumption by 20 percent by 2020. Additionally, the State is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent by 2015. Each urban retail water supplier was required to develop water use targets and an interim water use target by July 1, 2011. Each urban retail water supplier was required, by July 2011, to include in their water management plan the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

This framework was substantially modified by Senate Bill 606 and Assembly Bill 1668, effective January 1, 2022, which superseded the original 2020 per capita reduction target with new efficiency standards based on the "Make it Right" methodology. Rather than a uniform Statewide reduction goal, suppliers must now meet individualized water use efficiency standards that reflect local hydrological, climate, and demographic conditions, including indoor/outdoor water use patterns and landscape characteristics. Assembly Bill 1383 (effective 2021) further refined these water conservation requirements, establishing a more localized and adaptive framework for achieving long-term sustainable water use efficiency.

EFFICIENCY STANDARDS

CCR Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. The California Building Code (CCR Title 24) includes the California Plumbing Code (Part 5), which promotes water conservation. In addition, a number of California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters.
- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations.
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required.
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

WATER CONSERVATION IN LANDSCAPING ACT

To ensure adequate supplies are available for future uses, and to promote the conservation and efficient use of water, local agencies are required to adopt a water-efficient landscape ordinance. The City of Long Beach implements water-efficient landscaping standards set forth by the State Model Water Efficient Landscape Ordinance (MWELO), which establishes water conservation requirements for all projects that require a Site Plan Review, among other projects.

TITLE 24 CALIFORNIA GREEN BUILDING STANDARDS CODE

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as CALGreen, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and nonresidential buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics.

The most recent update to the CALGreen Code was adopted in December 2024 (2025 CALGreen Code) and continues to improve upon the existing standards for new construction of, and additions and alterations to, residential and non-residential buildings. Buildings whose permit applications are applied for on or after January 1, 2026 must comply with the 2025 CALGreen Code.

Wastewater

STATE WATER RESOURCES CONTROL BOARD – STATEWIDE GENERAL WASTE DISCHARGE REQUIREMENTS

The General Waste Discharge Requirements specify that all federal and State agencies, municipalities, counties, districts, and other public entities that own or operate sanitary sewer systems greater than one mile in length which collect and/or convey untreated or partially treated wastewater to a publicly

owned treatment facility in the State of California need to develop a sewer master plan. The master plan evaluates existing sewer collection systems and provides a framework for undertaking the construction of new and replacement facilities in order to maintain proper levels of service. It includes inflow and infiltration studies to analyze flow monitoring and water use data, a capacity assurance plan to analyze the existing system with existing land use and unit flow factors, a condition assessment and sewer system rehabilitation plan, and a financial plan with recommended capital improvements and financial models.

Solid Waste

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT OF 1989

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

ASSEMBLY BILL 341

AB 341 (Chapter 476, Statutes of 2011) increased the Statewide solid waste diversion goal to 75 percent by 2020. The law also mandates recycling for commercial and multi-family residential land uses as well as school districts.

ASSEMBLY BILL 1327

The California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327) is codified in Public Resources Code Sections 42900-42911. As amended, AB 1327 requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, institutional, and residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The size of these storage areas is determined by the appropriate jurisdictions' ordinance.

ASSEMBLY BILL 1826

AB 1826 (California Public Resources Code Sections 42649.8 et seq.) requires recycling of organic matter by businesses generating such wastes in amounts over certain thresholds. AB 1826 also requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses and multi-family developments that consist of five or more units.

Dry Utility Services

CALIFORNIA ENERGY COMMISSION

The California Energy Commission (CEC) was created in 1974—as the California Energy Resources Conservation and Development Commission—to be the State's principal energy planning organization and meet the energy challenges of the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing State energy policy:

- Forecast statewide electricity needs;
- License power plants to meet those needs;
- Promote energy conservation and efficiency measures;
- Develop renewable energy resources and alternative energy technologies;
- Promote research, development, and demonstration; and
- Plan for and direct the State's response to energy emergencies.

TITLE 24 BUILDING ENERGY EFFICIENCY STANDARDS

In 1978, the CEC established the Building Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6), commonly referred to as "Title 24" or "Title 24 Energy Code", in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods.

In December 2024, the 2025 Title 24 Energy Code was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2025 Title 24 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 Title 24 Energy Code.

CALIFORNIA ENERGY BENCHMARKING AND DISCLOSURE (AB 802)

On October 8, 2015, AB 802 directed the CEC to establish a Statewide energy benchmarking and disclosure program and enhanced the CEC's existing authority to collect data from utilities and other entities for the purposes of energy forecasting, planning, and program design. Among the specific provisions, AB 802 requires utilities to maintain records of the energy usage data of all buildings to which they provide service for at least the most recent 12 complete months. AB 802 requires each utility, upon the request and authorization of the owner, owner's agent, or operator of a covered building, to deliver or provide aggregated energy usage data for a covered building to the owner, owner's agent, operator, or to the owner's account in the Energy Star Portfolio Manager, subject to specified requirements. AB 802 also authorized the CEC to specify additional information to be delivered by utilities for certain purposes.

REGIONAL LEVEL

Wastewater

COUNTY SANITATION DISTRICT ACT

Section 4700, et seq. of the California Health and Safety Code is also known as the County Sanitation District Act. This act regulates the formation, operation, and governance of County Sanitation Districts, including the construction, maintenance, and operation of a sewerage system and sewage disposal or treatment plant, a refuse transfer or disposal system, or both. It also authorizes the districts to charge a capital facilities fee for connection to the sewer system or increases in the strength or

quantity of wastewater from a specific parcel or operation. This capital facilities fee must be sufficient to fund construction of the incremental expansion of the sewer system in order to accommodate the development.

Stormwater

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PROGRAM/MUNICIPAL SEPARATE STORM SEWER SYSTEMS PERMITS

The Clean Water Act (CWA) mandates cities in major metropolitan areas to obtain permits to "effectively prohibit non-stormwater discharges into the storm sewers" and "require controls to reduce the discharge of pollutants to the maximum extent practicable." The U.S. EPA has delegated this authority to the state of California, which has authorized the SWRCB and its local regulatory agencies, the RWQCBs, to control nonpoint source discharges to California's waterways.

The Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Section 122.26(b)(8) of Title 40 of the CFR defines an MS4 as "a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains): (i) [o]wned or operated by a State, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to State law) having jurisdiction over disposal of sewage, industrial wastes, stormwater, or other wastes, including special districts under State law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved management agency under section 208 of the CWA that discharges to waters of the United States; (ii) [d]esigned or used for collecting or conveying stormwater; (iii) [w]hich is not a combined sewer; and (iv) [w]hich is not part of a Publicly Owned Treatment Works (POTW) as defined at 40 CFR 122.2." Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. These regional MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in CWA Section 402(p). The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

The project site is located within jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB regulates discharges from medium and large MS4s through the Los Angeles County, Long Beach, and Ventura County MS4 Permits. On July 23, 2021, the Los Angeles RWQCB issued *Order No. R4-2021-0105, Waste Discharge Requirements and NPDES Permit for MS4 Discharges Within the Coastal Watersheds of Los Angeles and Ventura Counties (NPDES No. CAS004004)* (Regional Phase I MS4 Permit).[8] The City of Long Beach became a co-permittee and the 85th incorporated City in Los Angeles County of the Regional Phase I MS4 Permit. The MS4 Permit regulates stormwater discharges and details the requirements for new development and significant redevelopment projects, including the selection

[8] California Regional Water Quality Control Board, Los Angeles Region, *Regional Phase I MS4 NPDES Permit, Order No. R4-2021-0105, NPDES Permit No. CAS004004, Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of the Los Angeles and Ventura Counties*, adopted July 23, 2021.

and scale of project-specific BMPs that must be constructed during project development and maintained during project operations.

Solid Waste

COUNTY OF LOS ANGELES COUNTYWIDE INTEGRATED WASTE MANAGEMENT PLAN

The County Integrated Waste Management Plan (CIWMP) comprises the solid waste reduction planning documents produced by the County and its cities, and includes Source Reduction Recycling Elements, Household Hazardous Waste Elements, Non-Disposal Facility Elements, Countywide Integrated Waste Management Summary Plan, and the Siting Element. The CIWMP is reviewed every five years to correct any deficiencies, comply with the source reduction and recycling requirements established in Section 41780 of the Public Resources Code, and revise the CIWMP as necessary.[9] Specifically, the Siting Element is a long-term planning document that describes how the County and the cities in the County plan to manage the disposal of their solid waste for a 15-year plan.[10]

LOCAL LEVEL

City of Long Beach General Plan

CONSERVATION ELEMENT

The purpose of the Conservation Element is to recognize natural resources and areas of special interest in the City. The Conservation Element also serves as a guideline for promoting policies, standards, and programs essential for the economic and environmental well-being of the City. The following goals are applicable to the project:

Water Resource Management Goals

- Goal 1: To assure adequate quantity and quality of water to meet the present and future domestic, agricultural and industrial needs of the City.
- Goal 5: To maintain, upgrade, and improve waste water systems and facilities serving Long Beach.

MOBILITY ELEMENT

The Mobility Element seeks to guide development and improvements to the existing circulation system. Together with the existing circulation system, the Mobility Element considers the mobility of critical resources (e.g., water, energy, and communications). The following goals are applicable to the project:

[9] Los Angeles County Department of Public Works, *Los Angeles County Countywide Waste Management Plan, Five-Year Review Report*, April 2024.

[10] Los Angeles County Department of Public Works, *Los Angeles County Countywide Siting Element of the Los Angeles County Countywide Waste Management Plan*, August 2022.

Mobility of Resources (MOR) Strategies

- Strategy 19: Promote well-maintained water, wastewater, and stormwater infrastructure systems that serve the demands of existing and future residents and businesses while mitigating environmental impacts.
    - MOR Policy 19-2: Ensure that development is appropriate and in scale with current and planned infrastructure capabilities.
    - MOR Policy 19-5: Implement low-impact development techniques to reduce and improve the quality of stormwater runoff.

Long Beach Municipal Code

DOMESTIC WATER

Section 18.67.070, Compliance with a WMP

This section of the LBMC requires that any demolition project of "any valuation" shall submit documentation that it has met diversion requirements. Specifically, the City requires 60 percent of the waste tonnage of construction or demolition debris to be recycled, reused, or diverted from landfills or disposal sites.

Chapter 21.42, Landscaping

Section 21.42.035, *Special Requirements of Water Efficient Landscaping*, of the LBMC, pursuant to the State Water Conservation in Landscaping Act (Assembly Bill 1881), defines landscaping standards in response to ongoing drought for certain types of projects.

Section 21.42.060, *Model Water Efficient Landscaping Ordinance Requirements*, of the LBMC implements the State's MWELO. Property owners or their building or landscape designers, including anyone requiring a building or planning permit, plan check, or landscape design review from the City, are constructing a new (single-family, multi-family, public, institutional, or commercial) project with a landscape area greater than 500 square feet, or rehabilitating an existing landscape with a total landscape area greater than 2,500 square feet, shall comply with Sections 492.6(a)(3)(B), (C), (D), and (G) of the MWELO, including sections related to use of compost and mulch as delineated in this Section.

STORMWATER

Chapter 8.96, Stormwater and Runoff Pollution Control Ordinance

The purpose of this chapter is to protect and improve water quality of receiving waters by:

1. Prohibiting illicit discharges to the municipal stormwater system;
2. Eliminating illicit connections to the municipal stormwater system;
3. Eliminating spillage, dumping, and disposal of pollutant materials into the municipal stormwater system; and
4. Reducing pollutant loads in stormwater and urban runoff from land uses and activities identified in the municipal NPDES permit.

The intent of this chapter is to enhance and protect the water quality of the receiving waters of the United States in a manner that is consistent with the Clean Water Act and acts amendatory thereof or supplementary thereto; applicable implementing regulations, the MS4 Permit and any amendment, revision, or reissuance thereof.

Chapter 18.74, Low Impact Development Standards

The purpose of this chapter is to require the use of LID standards in the planning and construction of development projects. LID standards promote the goal of environmental sustainability by helping improve the quality of receiving waters, protecting the Los Angeles and San Gabriel River watersheds, maintaining natural drainage paths, and protecting potable water supplies within the City. The LID objective of controlling and maintaining flow rate is addressed through land development and stormwater management techniques that imitate the natural hydrology (or movement of water) found on the site. Using site design and best management practices that allow for storage and retention, infiltration, filtering, and flowrate adjustments achieve the goals of LID, advance sustainability, and reduce the overall cost of stormwater management. The use of engineered systems, structural devices, and vegetated natural designs distributes stormwater and urban runoff across a development site maximizing the effectiveness of LID.

5.12.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that is utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (refer to Impact Statements USS-1, USS-2, USS-3, and USS-5);

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (refer to Impact Statement USS-1);

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 (refer to Impact Statement USS-2);

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 (refer to Impact Statement USS-4); and

e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? (refer to Impact Statement USS-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.12.4 IMPACTS AND MITIGATION MEASURES

WATER SUPPLY AND DISTRIBUTION

USS-1 WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER TREATMENT FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS, OR HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS?

Impact Analysis:

CONSTRUCTION IMPACTS

Construction activities would result in a temporary increase in water demand. Water use would be associated with earthwork and soil compaction, dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, water line testing and flushing, and other related short-term activities. The amount of water used during construction would vary depending on weather, soil conditions, the size of the area under construction, and the specific activities being performed. These activities would occur intermittently throughout the construction period and would be temporary in nature. Both the LBUD's 2020 UWMP and the MWD 2020 Regional UWMP determined that there is currently surplus non-potable water supplies to serve the City through 2050; it is not anticipated that the temporary increase in water demand during project construction would significantly impact this supply.

Construction impacts associated with the installation of water distribution lines would involve excavation and paving in order to place the proposed water distribution lines below the surface. As discussed in Section 5.5, *Hydrology and Water Quality*, project construction activities would prepare a Storm Water Pollution Prevention Plan (SWPPP) with construction BMPs. In addition, prior to ground disturbance, project contractors would coordinate with LBUD to identify the locations and depth of all lines. The project contractor would notify LBUD in advance of proposed ground disturbance activities to avoid water lines and disruption of water service. Therefore, construction of the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, single dry, and multiple dry years; and would not require or result in the relocation or construction of new or expanded water infrastructure, the construction or relocation of which could cause significant environmental effects. As such, impacts in this regard would be less than significant.

OPERATIONAL IMPACTS

According to the Utilities Memorandum, the project would result in a total water demand of 15,003 gpd, an increase compared to existing conditions (8,807 gpd). This equates to approximately 16.81 AFY. As detailed above, the LBUD would be capable of providing adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenario through 2050; refer to Table 5.12-2, *Supplies and Demands Under Different Hydrologic Conditions*. The project's estimated water demand of 16.81 AFY would equate to approximately 0.05-percent of the LBUD's surplus. Additionally, the 2020 UWMP projections are based upon growth and buildout as provided within the General Plan, and the proposed project is

consistent with the site's Industrial (I) PlaceType designation. Overall, the LBUD would have sufficient water supply to serve the project.

Table 5.12-2
Supplies and Demands Under Different Hydrologic Conditions

		2025	2030	2035	2040	2045	2050
Normal Year (AFY)	Supply Totals	84,752	84,752	84,752	88,752	88,752	88,752
	Demand Totals	53,964	53,964	51,861	51,691	51,653	52,570
	Difference	**30,788**	**30,788**	**36,891**	**37,061**	**37,099**	**36,182**
Single-Dry Year (AFY)	Supply Totals	84,752	84,752	84,752	88,752	88,752	88,752
	Demand Totals	53,964	53,964	51,861	51,691	51,653	52,570
	Difference	**30,788**	**30,788**	**36,891**	**37,061**	**37,099**	**36,182**
Multiple Dry Years (AFY)	Supply Totals	84,752	84,752	84,752	88,752	88,752	88,752
	Demand Totals	53,964	53,964	51,861	51,691	51,653	52,570
	Difference	**30,788**	**30,788**	**36,891**	**37,061**	**37,099**	**36,182**

Source: Long Beach Public Utilities District, *Final Draft 2020 Urban Water Management Plan*, https://www.lbutilities.org/files/sharedassets/utilities/v/1/about-us/documents/lbwd_uwmp2020_final_errata_revised.pdf, accessed March 26, 2026.

The project would install a water line connection along the southern project boundary to connect to the existing eight-inch on-site water line and existing 12-inch water line in Hughes Way. Ten-inch fire water lines are also proposed along the perimeter of the site that connect to the existing 12-inch water lines in Via Oro Avenue and Hughes Way. Water service to the project would continue to be provided by LBUD. Prior to the issuance of building permits, the Long Beach Fire Department (LBFD) would be required to grant approval of the final building design, including all fire prevention and suppression systems, which would ensure the project is developed pursuant to LBFD requirements. In addition, on-site water connections would be constructed, as necessary, to comply with the fire flow set for the project by the LBFD during the plan check process. Additionally, during the engineering design and plan check process, the City and LBUD would assess the infrastructure needs of the project to ensure that adequate water infrastructure is available. Furthermore, design of the project would meet requirements set forth in CALGreen, regarding water efficiency and conservation. Therefore, implementation of the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years; and would not require or result in the relocation or construction of new or expanded water infrastructure. As such, impacts related to water supply and distribution would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WASTEWATER TREATMENT

USS-2 WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS, OR 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?

Impact Analysis: Temporary construction activities associated with the project would not generate substantial wastewater and would be short-term in nature.

As discussed, LACSD's LBWRP treats approximately 18 mgd of wastewater, and has a maximum treatment capacity of approximately 25 mgd. According to the Utilities Memorandum, the proposed development would generate approximately 12,502 gpd (0.012502 mgd) of wastewater, an increase from existing conditions (7,339 gpd). The project's estimated demand of 0.012502 mgd would equate to approximately 0.05-percent of the LBUD's remaining treatment capacity.

In addition, the capacities of LACSD's wastewater treatment facilities are based on the regional growth forecast adopted by SCAG. All expansions of LACSD's facilities must be sized and service phased in a manner that would 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 LACSD's treatment facilities would, therefore, be limited to levels associated with the approved growth identified by SCAG. As discussed in the Population and Housing analysis of Section 8.0, *Effects Found Not to be Significant*, the project's buildout would account for 0.26-percent of SCAG's population projection for the City and 0.16-percent of the population projection for the County through 2050. Further, the proposed project is consistent with the site's I PlaceType. As buildout of the site under the I PlaceType has been accounted for in SCAG's regional growth forecast and in the buildout of the General Plan, it would also be within the available capacity of LACSD's treatment facilities.

The project would install a sewer line connection along the western project boundary to connect to the existing 15-inch sewer line in Via Oro Avenue. LACSD is empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to their sewerage system or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is used by LACSD to upgrade or expand the sewerage system. If applicable, payment of a connection fee would be required before the project is permitted to discharge to LACSD's sewerage system, and the connection fees would ensure that sufficient capacity is available. Therefore, project implementation would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; and would not result in the construction or expansion of new wastewater treatment facilities which could cause significant environmental effects. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

STORMWATER DRAINAGE FACILITIES

USS-3 WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED STORMWATER DRAINAGE FACILITIES, THE CONSTRUCTION OR RELOCATION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Impact Analysis: Refer to Section 5.5, *Hydrology and Water Quality*, for a detailed discussion on the project's potential to create or contribute runoff water that could exceed the capacity of the existing on-site stormwater drainage system.

The project proposes an underground storm drain system consisting of catch basins and 12- to 24-inch storm drain pipes to convey water around the site to the southeast portion of the site towards a proposed underground detention system with proprietary biofiltration units. The flows would enter the City's public storm drain system via the existing 24- to 46-inch RCP public storm drain line to the east of the site. The Hydrology Study determined that, following installation of the proposed storm drain system, discharge flows from the site into the public storm drain system would decrease from 8.62 cubic feet per second (cfs) under existing conditions to 3.57 cfs. The proposed biofiltration BMPs would remove pollutants from contaminated stormwater and treat it on-site to meet the water quality standards set by the Regional Phase I MS4 Permit before the water is discharged off-site into the City's municipal system. Overall, the proposed stormwater quality control measures would be adequately designed and sized to prevent pollutants from contacting stormwater runoff and/or prevent discharge of contaminated stormwater runoff to the storm drain system, consistent with the Regional Phase I MS4 Permit, the City's Stormwater Management Plan, and Chapter 8.96 of the LBMC. Further, the proposed stormwater quality control measures would be properly sized to capture and mitigate flow volume from the 85th percentile 24-hour storm event, consistent with the City's LID Ordinance and Chapter 18.74, *Low Impact Development Standards*, of the LBMC. Thus, impacts associated with the proposed stormwater drainage facilities, the construction of which is analyzed throughout this EIR as part of the project, would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SOLID WASTE GENERATION

USS-4 WOULD THE PROJECT 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, OR COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

Impact Analysis:

CONSTRUCTION IMPACTS

Project construction is anticipated to occur in the following sequence: demolition, site preparation, grading, building construction, paving, and architectural coating. Because of the developed nature of

the site, grading would be minimal, and soils would generally be balanced on-site; there would be no anticipated import or export of soil.

All construction activities would be subject to comply with relevant federal, State, and local requirements concerning solid waste. Specifically, the project would be required to demonstrate compliance with the AB 939, which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. In addition, the project would be constructed in accordance with the CALGreen (Section 5.408, *Construction Waste Reduction, Disposal and Recycling*), which requires recycling a minimum of 65 percent of the nonhazardous construction and demolition debris (by weight or volume).

Based on information provided by the project Applicant and as detailed in the project's air quality modeling (refer to Appendix 11.7, *Air Quality Assessment/Health Risk Assessment*), demolition of existing structures on-site would generate approximately 9,858 tons of debris. As detailed in Section 5.12.1, *Existing Setting*, a number of landfills serve the City and have substantial daily throughput capacities and total remaining capacity; refer to Table 5.12-1. As such, waste generated by project construction would be an incremental increase in total disposal that would not adversely affect the capacities at the landfills serving the City. Additionally, anticipated construction waste would likely be less than 9,858 tons upon compliance with CALGreen requirements that require recycling of a minimum of 65 percent of nonhazardous construction and demolition debris. Overall, compliance with existing regulations would ensure the project's construction-related solid waste impacts would be less than significant.

OPERATIONAL IMPACTS

Based on solid waste generation rates provided by CalRecycle for similar types of industrial uses (manufacturing/warehouse), the 332,090-square foot project would generate an estimated 4,716 pounds (2.4 tons) of solid waste per day based on a rate of 1.42 pounds per 100 square feet per day.[11] Based on the disposal capacity of landfills serving the project site (refer to Table 5.12-1), this would be an incremental increase in total disposal that would not affect the availability of solid waste disposal capacity (i.e., 0.005 percent of the combined daily permitted capacity of 45,100 tons). Thus, the landfills serving the project site would have sufficient capacity for the project's solid waste generation.

Compliance with all applicable federal, State, and local laws, regulations, and standards regarding solid waste disposal, including the mandates of RCRA, AB 939, AB 341, AB 1826, and CALGreen would further reduce impacts to solid waste disposal. As such, the project would not 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. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

[11] CalRecycle, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed March 31, 2026.

DRY UTILITY SERVICES

USS-5 WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED DRY UTILITY FACILITIES, THE CONSTRUCTION OR RELOCATION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Impact Analysis:

NATURAL GAS

While LBUD provides natural gas services to the project site, the proposed development would be an electric-only facility. The project would not utilize natural gas and would not include any natural gas distribution or infrastructure lines. As such, no impact would occur regarding natural gas.

ELECTRICITY

The energy consumption associated with construction of the project includes primarily diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips. Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers, and heating, ventilation, and air conditioning) would be powered by a generator. The amount of electricity used during construction would be minimal; typical demand would stem from the use of electrically powered hand tools and several construction trailers by managerial staff during the hours of construction activities. The majority of the energy used during construction would be from petroleum. Given the limited potential demand for electricity during construction, impacts to regional electricity supplies would be considered less than significant.

As discussed in Section 5.10, *Energy*, SCE provides electricity to the project area. Total electricity demand in SCE's service area is forecast to increase by approximately 8,000 gigawatt-hours, or 8 million megawatt-hours (MWh), between 2024 and 2030. Project estimated operational electrical demand would total approximately 6,228 MWh per year. This would represent 0.01-percent of SCE's forecasted 2028 increased demand, and thus, would result in a negligible increased demand compared to SCE's overall demand. Additionally, the project would be required to comply with the latest applicable Building Energy Efficiency Standards and CALGreen requirements. Therefore, project development would not require SCE to obtain new or expanded electricity facilities, other than those proposed on-site. Impacts would be less than significant.

TELECOMMUNICATIONS

The project site is served by existing telecommunications infrastructure, including telephone and internet services. The project proposes to construct private connections to connect to existing telecommunication infrastructure. As an infill development, the project would not require substantial telecommunication services beyond existing services such that the relocation or construction of new or expanded facilities would be required. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.12.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis,* cumulative projects are situated in the project vicinity.

WATER SERVICES AND INFRASTRUCTURE

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER TREATMENT FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS, OR HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis:

WATER SUPPLY

The geographic context for the cumulative impact analysis on water supply is the LBUD service area. The LBUD is required to prepare and update its UWMP every five years to plan and provide for water supplies to serve existing and projected demands over a 20-year horizon. The 2020 UWMP prepared by LBUD accounts for existing development within the service area as well as projected growth through the year 2050. The 2020 UWMP water demand projections assume population, housing, and employment growth anticipated in the service area based on both historical trends and official forecasts from SCAG. As noted in Section 8.0, the project's buildout would account for 0.26-percent of SCAG's population projections for the City and 0.16-percent of projections for the County. Thus, LBUD will be able to reliably provide water to its customers through 2050. Additionally, compliance with regulatory requirements that promote water conservation, such as the requirements of CALGreen and the City's MWELO, and implementation of other water saving strategies will assist in ensuring that adequate water supply is available on a cumulative basis. Therefore, it is anticipated that LBUD would be able to supply the demands of the project and future growth through 2050 and beyond. Therefore, project-related cumulative impacts on the water supply would be less than significant.

WATER INFRASTRUCTURE

The geographic context for the cumulative impact analysis for water infrastructure is the project vicinity. Development of the project and future new development in the project vicinity would cumulatively increase demands on the existing water conveyance system. However, new development projects would be subject to LBFD and the City's review to ensure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project. Furthermore, individual projects would be subject to the City's requirements regarding infrastructure improvements needed to meet respective water demands, fire flow, and pressure requirements. LBFD and the City would conduct ongoing evaluations to ensure facilities are adequate. LBUD's ongoing updates to the UWMP would assess system expansions and upgrades based on future need. As concluded under Impact Statement USS-1, the project would result in less than significant impacts

related to water systems, as the project would be required to coordinate with LBUD and LBFD as needed for infrastructure needs and design. Therefore, cumulative impacts on the water infrastructure system would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WASTEWATER SERVICES AND INFRASTRUCTURE

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS, OR 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 AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis:

WASTEWATER TREATMENT

The area considered for cumulative impacts to wastewater treatment is the LACSD's service area. Future growth in the City would result in increases in wastewater generation and flow. All future development within LACSD's larger service would be reviewed on a project-by-project basis to verify that existing capacity remains to convey the wastewater generated by the new development and whether construction of new sewer lines would result in significant environmental effects. Through the use of connection fees and agreements, LACSD is able to maintain and expand its wastewater collection system as necessary and is able to ensure that new developments pay their fair-share costs associated with increased demand. As determined under Impact Statement USS-2, LACSD's existing sewer system would be sufficient to treat the project's wastewater generation, thus, resulting in less than significant impacts to the wastewater treatment capacity. Therefore, there would be no significant cumulative impact on wastewater treatment.

WASTEWATER SYSTEMS

The area considered for cumulative impacts to wastewater conveyance systems is the LACSD service area and the City's sewer system service area. Future development in the City would comply with the LACSD's connection fee requirements to fund future capital improvement programs. As determined under Impact Statement USS-2, the project would result in less than significant impacts related to wastewater systems, as the project would be required to coordinate with and/or pay a capital facilities fee to LACSD as needed for the construction and design of sewer infrastructure. Accordingly, cumulative impacts on wastewater infrastructure would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

STORMWATER DRAINAGE FACILITIES

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED STORMWATER DRAINAGE FACILITIES, THE CONSTRUCTION OR RELOCATION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Cumulative projects could impact stormwater drainage systems in the City. However, cumulative projects would be required to consider site-specific drainage impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including the NPDES program, and MS4 Permit and LBMC requirements. These regulations would require project-specific BMP conditions, LID features, and/or on-site retention techniques, which would reduce peak flow rate and runoff volumes from the cumulative project sites. Implementation of these regulations would minimize increases in peak flow rates or runoff volumes on a project-by-project basis. These measures minimize the potential for exceedance of the capacity of existing or planned stormwater drainage systems.

As concluded under Impact Statement USS-3, the project would have less than significant impacts related to stormwater facilities, as the project's proposed storm drain network would implement a SWPPP with applicable BMPs during construction, and implement LID features on-site, which would both reduce stormwater runoff and runoff rate within allowable discharge volume and rate. Therefore, no significant cumulative drainage impact would occur, and project drainage impacts would not be cumulatively considerable. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SOLID WASTE GENERATION

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, 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, OR COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTE AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: The area considered for cumulative impacts is the cumulative area serviced by the solid waste facilities listed in Table 5.12-1. These landfills have a total maximum permitted throughput of 45,100 tons per day and a remaining capacity of 146,388,674 cubic yards. Additionally, all cumulative projects would divert construction waste per CALGreen requirements, and abide by the requirements of SB 183, AB 1826, and AB 341 as applicable. Thus, there is sufficient landfill capacity in the region for the cumulative increase in solid waste disposal. As determined in Impact Statement USS-4, the project would be required to comply with all relevant federal, State, and local requirements concerning solid waste, thereby resulting in less than significant impacts related to solid waste. Therefore, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

DRY UTILITIES

- **WOULD THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED DRY UTILITY FACILITIES, THE CONSTRUCTION OR RELOCATION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS AND RESULT IN CUMULATIVE IMPACTS?**

Impact Analysis: Like the project, each cumulative project could increase electricity demands. The CEC electricity demand forecasts are based on climate zones, economic and demographic growth forecasts, forecast electricity rates, effects of reasonably foreseeable energy efficiency and energy conservation efforts, anticipated partial electrification of portions of the transportation sector, demand response measures, and effects of climate change. It is anticipated that electricity demands by most other projects would be accounted for in the above-referenced demand forecasts.

The project would be all-electric and would not utilize natural gas or include any natural gas distribution or infrastructure lines; no impact would occur in this regard. The project would connect to existing telecommunication infrastructure on-site and would not require expansion of infrastructure based on the site's urbanized environment. Given the already urbanized character of the City, new conveyance facilities would not significantly alter land use patterns to the extent that construction of new electrical facilities would be warranted. Additionally, other projects would be subject to independent CEQA review, including analysis of impacts to electricity facilities. Implementation of all feasible mitigation measures would be required for any significant impacts identified. As concluded under Impact Statement USS-5, the project would have less than significant impacts related to dry utilities (electricity) as the project would be required to comply with the latest applicable Building Energy Efficiency Standards and CALGreen, and there would be sufficient service capacity to serve the project's needs for electricity. Therefore, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.12.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to utilities and service systems have been identified.

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6.0 Other CEQA Considerations

6.0 OTHER CEQA CONSIDERATIONS

6.1 SHORT- AND LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Pursuant to *CEQA Guidelines* Section 15126.2, the following is a discussion of both short-term construction-related impacts and long-term operational impacts of the project. If the proposed project is approved and implemented, a variety of short- and long-term impacts would occur on a local level. During project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise. There may also be an increase in vehicular pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with the established regulatory framework; refer to Section 5.0, *Environmental Analysis*, and Section 8.0, *Effects Found Not To Be Significant*.

The proposed project would create long-term environmental consequences associated with the proposed project, which would involve the demolition of an existing single-story television broadcasting facility and associated structures and construction of an approximately 332,090-square foot concrete tilt-up speculative industrial building and associated site improvements. Project development and subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (mechanical, landscaping, recreational, etc.) sources, hydrology and water quality impacts, and increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur due to mobile source emissions generated from project-related traffic, and stationary source emissions generated from the consumption of electricity. However, as concluded in Section 5.0 and Section 8.0, the project's impacts would be less than significant following compliance with the established regulatory framework and recommended mitigation measures. Therefore, the proposed project would not result in significant long-term implications in this regard.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

According to *CEQA Guidelines* Sections 15126(c) and 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in *CEQA Guidelines* Section 15126.2(d):

> *"Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely, Primary impacts and, particularly, secondary impacts [such as highway improvement which provides access to a previously inaccessible area] generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."*

The environmental impacts associated with the proposed project are analyzed in Section 5.0 and Section 8.0. Construction of the proposed concrete tilt-up speculative industrial building would

consume limited, slowly renewable, and non-renewable resources. This consumption would occur during the construction phase and would continue throughout its operational lifetime. The proposed development would require a commitment of resources including building materials; fuel and operational materials/resources; and transportation of goods and people to and from individual development sites. Construction would require the consumption of resources that are not renewable or which may renew so slowly as to be considered non-renewable. These resources include, but are not limited to, lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment and during project operations by vehicles and trucks.

The proposed project would consume resources similar to those currently consumed within the City (e.g., energy resources such as electricity and natural gas as well as petroleum-based fuels required for vehicle trips, fossil fuels, and water). Fossil fuels would represent the primary energy source associated with both construction and ongoing operation, and the existing, finite supplies of these natural resources would be incrementally reduced. Future operations of the proposed development would occur in accordance with California Code of Regulations Title 24 Part 6, which sets forth conservation practices that would limit energy consumption. Nonetheless, the project's energy requirements represent a long-term commitment of essentially non-renewable resources.

Future construction activities associated with implementation of the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accidental conditions; refer to Section 5.6, *Hazards and Hazardous Materials*. However, grading and excavation activities would be subject to established regulatory standards to ensure that hazardous materials releases are minimized. Further, as detailed in Section 5.6, the project would be required to comply with Mitigation Measure HAZ-1 which would reduce potential construction-related impacts associated with potentially contaminated soils on-site to less than significant levels. Compliance with the established regulatory framework and implementation of Mitigation Measure HAZ-1 would protect against any significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In conclusion, development of the proposed project would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the life of individual developments. It is noted that the continued use of such resources would be on a relatively small scale in a regional context. Although irreversible environmental changes would result from project implementation, such changes would not be considered significant.

6.3 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126(d) requires that an EIR analyzes a project's growth-inducing impacts. Specifically, *CEQA Guidelines* Section 15126.2(e) requires that an EIR:

> *"Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth [a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas]. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the*

environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

In general, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

- Removes an impediment to growth (e.g., establishes an essential public service and provision of new access to an area);
- Fosters economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fosters population growth (e.g., construction of additional housing or employment-generating land uses), either directly or indirectly; or
- Establishes a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing under CEQA. Generally, growth inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth.

It is noted that while CEQA does require an EIR to "discuss the ways" a project could be growth-inducing and "discuss the characteristics of some projects that may encourage…activities that could significantly affect the environment," CEQA does not require an EIR to predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. Answering such questions would require speculation, which CEQA discourages in *CEQA Guidelines* Section 15145, *Speculation*.

In accordance with the *CEQA Guidelines* and based on the above-listed criteria, the project's potential growth inducing impacts are analyzed below.

IMPACT ANALYSIS

Economic Growth

As indicated in Section 5.1, *Land Use and Planning*, and Section 8.0 under Population and Housing (a), the proposed project is consistent with the site's I PlaceType and PD-26 (Subarea III) zoning. As such, buildout of the site, including projected employment and associated population growth, was previously contemplated and planned for in the local and regional contexts (i.e., the General Plan and SCAG's Connect SoCal 2024). Thus, the project would not result in significant impacts related to indirect substantial unplanned population growth.

For informational purposes, the project's projected population growth and impacts at local and regional contexts are disclosed herein. It is anticipated that up to 450 employees could be employed at the project site, split into different work shifts. Conservatively assuming that all new employees (up to 450) and their families move into the City, the project could induce population growth in a local

context by introducing up to 1,170 persons based on the City's average household size of 2.60.[1] This potential population growth (1,170 persons) would represent an approximately 0.26 percent increase over the City's population as of July 1, 2024 (450,901 persons), which is the latest data available.[2]

Employees of the proposed project would seek shopping, entertainment, home improvement, and other economic opportunities in the City and surrounding area. This increase in demand for such economic goods and services may encourage the creation of new businesses and/or the expansion of existing businesses that address these needs.

However, as the project is consistent with the site's I PlaceType and PD-26 (Subarea III) zoning, project-related economic growth (including employment generation) was previously contemplated and planned for in the local and regional contexts (i.e., the General Plan and SCAG's Connect SoCal 2024). Thus, the project would not result in significant impacts related to substantial unplanned economic growth.

Population Growth

A project can induce population growth in an area either directly (i.e., by proposing new homes or businesses) or indirectly (i.e., through the extension of roads or other infrastructure). The project does not include a residential component nor would it involve the extension of roads or other infrastructure into undeveloped areas; refer to the "Removal of an Impediment to Growth" analysis below. The proposed project is consistent with the site's I PlaceType and PD-26 (Subarea III) zoning. As such, buildout of the site, including projected employment and associated population growth, was already contemplated and planned for in local and regional contexts. As concluded above, the proposed project would not result in significant impacts related to substantial unplanned economic growth. Similarly, the project would not have the capacity to result in significant impacts related to substantial unplanned population growth.

Removal of an Impediment to Growth

As explained in Section 5.7, *Transportation*, the roadway network in the project area is fully built out with both regional and local access already provided by an existing roadway network. Therefore, implementation of the proposed project would not remove an existing impediment to growth through the provision of new access to an area.

The proposed project could increase demand for public services (i.e., fire and police protection, schools, parks and recreational facilities, and libraries) and utility and service systems (i.e., water, wastewater, stormwater, and solid waste). As detailed in Section 3.4, *Project Characteristics*, several infrastructure connections and improvements, including water, sewer, storm drain, electrical, and gas lines, are proposed to accommodate the proposed development. However, as detailed in Section 8.0 under Public Services (a)(1) through (a)(5), and Section 5.12, *Utilities and Service Systems*, the project site is already served by essential public services and utilities. Thus, the proposed infrastructure improvements would be minimal and would primarily be limited to proposed connections to the

[1] U.S. Census Bureau, *QuickFacts, Long Beach city, California*, https://www.census.gov/quickfacts/fact/table/longbeachcitycalifornia#, accessed March 12, 2026.
[2] Ibid.

existing network of utilities and service systems in the project area. Thus, the project would not establish an essential public service to an area, leading to the removal of obstacles to growth.

In conclusion, project implementation would not result in a removal of an impediment to growth through the establishment of an essential public service to an area.

Precedent-Setting Action

The project would require the following City approvals: CEQA Clearance, Site Plan Review; and Building Permit and other permits deemed required by the City; refer to Section 3.7, *Permits and Approvals*.

The approval of these discretionary and ministerial actions would not set a precedent that would make it more likely for other projects in the City to gain approval of similar applications. For example, a future project in the City requesting similar approvals would still need to undergo the same environmental review as the proposed project and mitigate potentially significant environmental impacts on a project-level. Overall, the proposed approvals would only apply to the project. Future projects with similar required actions would also be subject to applicable environmental review on a project-by-project basis. Implementation of the proposed project would not establish a procedure that would make future industrial development in the City any easier and would be speculative to determine any such effect. As such, the proposed project would not involve a precedent-setting action that could significantly affect the environment.

SUMMARY

In summary, project implementation is not considered growth-inducing with respect to fostering economic growth or population growth, removing an impediment to growth, or establishing a precedent-setting action. Not all aspects of growth inducement are negative; instead, negative impacts associated with growth inducement occur only where the growth related to the project would cause adverse environmental impacts.

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7.0 Alternatives to the Proposed Project

7.0 ALTERNATIVES TO THE PROPOSED PROJECT

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code Section 21002.l(a) establishes the need to address alternatives in an Environmental Impact Report (EIR) by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is ... to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in the *CEQA Guidelines* as follows:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.*[1]

The *CEQA Guidelines* emphasize that the selection of project alternatives be based primarily on the ability to reduce significant effects relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[2] The *CEQA Guidelines* further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.[3]

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. *CEQA Guidelines* Section 15126.6(f)(1) states that:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site ...*

Beyond these factors, *CEQA Guidelines* require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.[4] In addition, *CEQA Guidelines* Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be considered when addressing the feasibility of alternatives are site suitability,

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1 *CEQA Guidelines Section 15126.6(a).*
2 *CEQA Guidelines Section 15126.6(b).*
3 *CEQA Guidelines Section 15126.6(f).*
4 *CEQA Guidelines Section 15126.6(e)(2).*

economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

Potential environmental impacts associated with the following alternatives are compared to the project's impacts:

- Alternative 1 –No Project/Existing General Plan Alternative;
- Alternative 2 – Reduced Density Alternative; and
- Alternative 3 – Alternative Industrial Land Use Mix Alternative.

These alternatives were selected based on their potential to implement certain components of the project to accomplish some or most of the basic objectives of the project and avoid or substantially lessen one or more of the proposed project's significant effects. Specifically, the No Project/Existing General Plan Alternative is considered to enable the decision-makers to compare the impacts of approving the project with the impacts of not approving the project. The Reduced Density Alternative was selected for analysis, since this alternative would meet many of the project's goals and objectives, while also reducing potential air quality and greenhouse gas (GHG) emissions. Last, the Alternative Industrial Land Use Mix Alternative was selected for analysis in order to evaluate an alternative that maintains consistency with the site's land use designation and zoning but results in reduced vehicular trips and associated air quality and GHG emissions.

Throughout the following analysis, the alternatives' impacts are analyzed for each environmental issue area, as examined in Section 5.1, *Land Use and Planning*, through Section 5.12, *Utilities and Service Systems*, of this EIR. In this manner, each alternative can be compared to the project on an issue-by-issue basis. A table is included at the end of this section that provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the project. This section also identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Among the factors used to eliminate alternatives from detailed consideration include failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. Section 7.5, *Environmentally Superior Alternative*, identifies the "environmentally superior" alternative, as required by the *CEQA Guidelines*.

7.1 SUMMARY OF PROJECT OBJECTIVES

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. Below is a summary of the project objectives, as provided in Section 3.6, *Goals and Objectives*.

- To replace an existing underutilized building with a new state-of-the-art speculative industrial building that meets the current California Building Code and California Green Building Code Standards and Leadership in Energy and Environmental Design (LEED) Silver certification.

- To promote development that generates both short-term and long-term employment opportunities for the community.
- To encourage development that attracts new businesses to the City of Long Beach.
- To redevelop an underutilized parcel with a new industrial building that attracts increased business, contributing to the City's tax base.
- To support development of a new industrial building that attracts high quality tenant(s) and will be competitive with similar facilities across the region.

7.2 SUMMARY OF SIGNIFICANT IMPACTS

Pursuant to *CEQA Guidelines* Section 15126.6(a), an EIR shall describe a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As detailed in Section 5.1 through Section 5.12 of this EIR, upon compliance with existing regulations and mitigation measures, project implementation would not result in any significant and unavoidable impacts. As such, there are no significant effects associated with the proposed project that would require consideration of an alternative as a means to reduce that significant impact.

7.3 ALTERNATIVES CONSIDERED BUT REJECTED

In accordance with *CEQA Guidelines* Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the *CEQA Guidelines*, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. The following possible alternative was considered but not carried forward for additional analysis, since it would not accomplish most of the basic project objectives of the project and is considered infeasible.

ALTERNATIVE SITE ALTERNATIVE

CEQA requires a discussion of alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is evaluating whether any of the significant effects of the project would be avoided or substantially lessened by developing the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (*CEQA Guidelines* Section 15126.6(f)(2)(A). The project would not result in any significant and unavoidable impacts if developed on the proposed site. In general, any development or redevelopment of the size and type proposed by the project would have similar impacts related to construction and operational air quality and GHG emissions impacts. Additionally, project impacts related to energy and utilities and service systems would be similar regardless of where it is developed within Long Beach. Without a site-specific analysis, impacts on land use and planning, aesthetics, tribal and cultural resources, geology and soils, hazards and hazardous materials, hydrology/water quality, transportation, and noise cannot be accurately evaluated.

The project proposes an infill development on an approximately 13.59-acre site where an existing building would be demolished, and a new, approximately 332,090-square foot speculative industrial building would be constructed. The project site was chosen by the project Applicant to develop the building as the proposed uses would be consistent with the site's Industrial (I) PlaceType and Planned Development (PD) 26 (West Long Beach Business Parks Planning Development) Subarea III zoning district. Additionally, the project site was specifically selected given that the current building on-site is underutilized, and there are few other sites within the City that are designated for industrial use and either undeveloped or underutilized while large enough to accommodate a 332,090-square foot development. By pursuing an infill development, the project would be providing a context-sensitive use within the existing urban fabric (i.e., a warehousing development within an industrial/office business park) while promoting the enhancement of the built environment on the only available property of a certain size within the City.

Overall, due to the lack of viable and comparable sites in Long Beach that would allow for development of the project in a manner that would be feasible while achieving the majority of the project objectives, development of the project on an alternative site has been eliminated from consideration.

NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative assumes no development would occur and the existing television broadcasting facility and associated structures would remain operational on-site. However, this alternative would not achieve any of the project objectives. Thus, the No Project/No Development Alternative was considered but rejected from further analysis.

7.4 ALTERNATIVES TO BE ANALYZED

7.4.1 NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

According to *CEQA Guidelines* Section 15126.6(e), the specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The "no project" analysis is required to discuss the existing conditions at the time the Notice of Preparation (NOP) was (published (March 23, 2026) as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

DESCRIPTION

The No Project/Existing General Plan Alternative assumes that the site would be available for redevelopment with a use consistent with the General Plan and *Long Beach Municipal Code* (LBMC). Based on the site's I PlaceType and PD-26 (Subarea III) zoning, the No Project/Existing General Plan Alternative could reasonably be redeveloped with another industrial use. Assuming a conservative buildout potential, this alternative assumes development of an industrial use up to 60 feet in height (consistent with the PD-26 [Subarea III] maximum height limit) with a mix of office, warehousing, and manufacturing uses. Given that the I PlaceType does not have a maximum FAR limit, this alternative conservatively assumes the industrial development would increase building intensity by 25 percent over the proposed project, resulting in an approximately 415,112-square foot development.

Table 7-1, *Proposed Project and No Project/Existing General Plan Alternative Comparison*, provides a comparison of the proposed project's buildout square footages compared to the alternative.

Table 7-1
Proposed Project and No Project/Existing General Plan Alternative Comparison

Use	Proposed Project (square feet)	No Project/Existing General Plan Alternative (square feet)
Office	24,000	30,000
Manufacturing	152,433	190,541
Warehouse	155,657	194,571
Total	**332,090**	**415,112**

It is assumed that the No Project/Existing General Plan Alternative would result in a similar mix of warehousing, manufacturing, and office space, and would also include associated site improvements, such as lighting, fencing, landscaping, parking, and utility and infrastructure connections to serve the development, as well as meet all applicable zoning requirements (e.g., minimum setbacks, lighting standards, and landscaping). Anticipated City discretionary approvals would include similar approvals to the proposed project, including CEQA Clearance, Site Plan Review, and all applicable Building and Safety Bureau Permits.

The following discussion evaluates the potential environmental impacts associated with the No Project/Existing General Plan Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Planning

Under the No Project/Existing General Plan Alternative, future redevelopment of the site as another industrial development consistent with the site's PlaceType and zoning would undergo CEQA compliance, and be analyzed for consistency with the General Plan, LBMC, and the Southern California Association of Governments' *Connect SoCal 2024*, as well as any other policies or land use plans applicable at the time, similar to the proposed project. This alternative would achieve similar General Plan and SCAG Connect SoCal 2024 policy consistency to the proposed project, specifically related to providing an infill development that generates jobs in proximity to transit use, and improving the City's position in a competitive industrial market. This alternative would also be consistent with applicable PD-26 (Subarea III) zoning district development standards. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project in this regard.

Aesthetics/Light and Glare

The No Project/Existing General Plan Alternative would provide a development that could be used for a mix of manufacturing, warehousing, and office uses, similar to the proposed project, with similar site improvements, such as lighting, fencing, landscaping, parking, and utility and infrastructure connections to serve the development. This alternative would implement the development standards set forth in the LBMC for the PD-26 (Subarea III) zoning district pertaining to scenic quality, as well as for site lighting and light spillover. However, this alternative would change the existing visual elements of the project site, and structures would be increased in size, height, and scale compared to the proposed project due to an increased building height and building area. Thus, this alternative

would proportionally increase aesthetic and light/glare impacts compared to the proposed project. The No Project/Existing General Plan Alternative would be environmentally inferior to the proposed project.

Tribal and Cultural Resources

Given that the entirety of the project site would need to be graded for redevelopment under both this alternative and the proposed project, the No Project/Existing General Plan Alternative would have the same potential to encounter unknown archaeological resources and tribal cultural resources during ground-disturbing activities as the proposed project. Similar to the proposed project, implementation of mitigation would ensure impacts in this regard are reduced to less than significant levels. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Geology and Soils

The No Project/Existing General Plan Alternative would require a geotechnical investigation, similar to the proposed project, and would be required to comply with the California Building Code (CBC) and LBMC policies and regulations related to seismic safety and earthwork. In addition, there is a similar potential for unknown paleontological resources to be located within the project area. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hydrology and Water Quality

Compared to the proposed project, the No Project/Existing General Plan Alternative would similarly be required to implement low-impact development (LID) best management practices (BMPs) related to hydrology and water quality, which would reduce stormwater runoff and improve water quality treatment on-site compared to existing conditions. Additionally, future redevelopment of the site would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements and would be required to obtain and Construction General Permit and implement a Stormwater Pollution Prevention Plan (SWPPP). Further, this alternative would require LID BMPs consistent with the Municipal Separate Storm Sewer System (MS4) permit, designed to maintain site runoff and water quality comparable to pre-project conditions. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project in this regard.

Hazards and Hazardous Materials

Similar to the proposed project, this alternative would involve demolishing the existing on-site structures and building. Additionally, the project site is mapped within the Long Beach Oil Field and the entire project site is located within a City-designated methane gas mitigation zone. Accordingly, construction activities could result in the accidental release of mercury, hazards related to existing ASTs and stored hazardous waste, petroleum products, and/or contaminated soil. Further, as the proposed uses under this alternative would be similar to the proposed project, operations would require the limited use, storage, and handling of hazardous materials associated with an industrial development. Similarly, project operations could potentially expose future occupants to methane gas vapor intrusion. As such, the No Project/Existing General Plan Alternative could create a significant hazard to the public or environment involving the release of hazardous materials into the environment, specifically within proximity to a school, during both project construction and operation. However, as with the proposed project, this alternative would be subject to compliance with all applicable federal and State laws and regulations related to the accidental release of hazardous materials, enforced through mitigation measures, which would reduce impacts related to hazards and

hazardous materials to less than significant levels. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Transportation

Future buildout of the site would be required to undergo CEQA clearance in order to demonstrate consistency with the City's circulation system, roadway design standards, and emergency access and applicable transportation demand management requirements per LBMC Chapter 21.64, and would require implementation of a Transportation Management Plan (TMP) during construction, enforced through mitigation, similar to the proposed project. Under the No Project/Existing General Plan Alternative, vehicle miles traveled (VMT) would increase, as increased square footage would result in more jobs/employees on-site, proportionally increasing VMT as well as vehicular and truck trips. As such, this alternative would be environmentally inferior to the proposed project.

Air Quality

The No Project/Existing General Plan Alternative would construct up to 25 percent more floor area of industrial space, which would proportionally increase the number of employees generated and vehicular and truck trips compared to the proposed project. As such, this alternative would proportionally increase the project's short-term construction and long-term operational air quality emissions. Overall, this alternative would be environmentally inferior to the proposed project in this regard.

Greenhouse Gas Emissions

Compared to the proposed project, the increased intensity proposed under this alternative would proportionally increase the project's GHG emissions during construction and operational phases. This alternative would be environmentally inferior to the proposed project.

Energy

Compared to the proposed project, impacts from energy usage related to electricity during construction and operations would proportionally increase given that the development intensity under the No Project/Existing General Plan Alternative would be proportionally increased by 25 percent. Thus, this alternative would be environmentally inferior to the proposed project.

Noise

Due to the increased development intensity of the No Project/Existing General Plan Alternative, construction-related noise impacts would proportionally increase compared to the proposed project. Additionally, operational noise impacts from an increase in stationary and mobile noise sources under this alternative would be increased compared to the proposed project. As such, this alternative would be environmentally inferior to the proposed project.

Utilities and Service Systems

Given the increase in development intensity, this alternative would generate proportionally more wastewater, water demand, solid waste, and electricity demand. Thus, this alternative would be environmentally inferior to the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

The No Project/Existing General Plan Alternative would replace an existing underutilized building with a new industrial use; promote development that generates both short-term and long-term employment opportunities for the community; encourage development that attracts new businesses to the City of Long Beach; attract increased business, contributing to the City's tax base; and attract high quality tenant(s) to be competitive with similar facilities across the region. As such, the No Project/Existing General Plan Alternative would achieve all of the project objectives.

7.4.2 REDUCED DENSITY ALTERNATIVE

The Reduced Density Alternative would reduce the overall density of the proposed industrial building by 30 percent to an approximately 232,463-square foot development. Table 7-2, *Proposed Project and Reduced Density Alternative Comparison*, shows the square footage of each proposed industrial use, proportionally reduced under this alternative.

Table 7-2
Proposed Project and Reduced Density Alternative Comparison

Use	Proposed Project (square feet)	Reduced Density Alternative (square feet)
Office	24,000	16,800
Manufacturing	152,433	106,703
Warehouse	155,657	108,960
Total	**332,090**	**232,463**

Given the reduced square footage, the Reduced Density Alternative would also proportionally reduce provided parking spaces and continue to comply with applicable PD-26 (Subarea III) zoning district development standards (i.e., setbacks and landscaping requirements). All other architectural designs and features proposed by the project would remain the same. Similar to the proposed project, the Reduced Density Alternative would require the same City approvals: CEQA Clearance, Site Plan Review, and all applicable Building and Safety Bureau Permits.

The following discussion evaluates the potential environmental impacts associated with the Reduced Density Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Planning

The Reduced Density Alternative would require the same discretionary approvals, including CEQA Clearance, Site Plan Review, and all applicable Building and Safety Bureau Permits. This alternative would achieve similar General Plan and SCAG Connect SoCal 2024 policy consistency compared to the proposed project, and would achieve the same PD-26 (Subarea III) zoning district development standards. As such, this alternative would be neither environmentally superior nor inferior to the proposed project.

Aesthetics/Light and Glare

The Reduced Density Alternative would develop a speculative industrial building that could be used for a mix of manufacturing, warehousing, and office uses, similar to the proposed project, with similar architectural features, vehicular access and surface parking, site pedestrian and vehicular circulation, lighting and signage, site security and fencing, sitewide landscaping, and utility improvements. However, overall structures would be reduced in size, height, and scale compared to the proposed project, which could reduce aesthetic impacts. Similar to the proposed project, this alternative would not conflict with applicable zoning and other regulations governing scenic quality and light and glare. This alternative would implement the development standards set forth in the LBMC for the PD-26 (Subarea III) zoning district, and for site lighting and light spillover. Although it would change the existing visual elements of the project site, it would create an attractive, well-designed, industrial development within a transit-oriented business park, with high-quality architectural design. Overall, the Reduced Density Alternative would be environmentally superior to the proposed project.

Tribal and Cultural Resources

Given that the entirety of the site would be graded and redeveloped under this alternative and the proposed project, this alternative would have the same potential to encounter unknown archaeological resources and tribal cultural resources during ground-disturbing activities as the proposed project. Similar to the proposed project, implementation of mitigation would ensure impacts in this regard are reduced to less than significant levels. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Geology and Soils

Under the Reduced Density Alternative, implementation of mitigation requiring the incorporation of recommended construction and design specifications detailed in the Geotechnical Investigation would be required prior to the issuance of grading permits, as would compliance with other existing regulatory requirements related to geology and seismic hazards. Such mitigation would reduce potential site-specific geology and soils impacts to less than significant levels, similar to the proposed project, regardless of overall proposed density. In addition, there is a similar potential for unknown paleontological resources to be located within the project area. Implementation of mitigation measures would ensure that impacts related to paleontological resources would be reduced to less than significant levels, similar to the proposed project. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hydrology and Water Quality

Similar to the proposed project, construction activities under the Reduced Density Alternative could result in short-term water quality impacts associated with the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. This alternative would similarly be subject to the NPDES permit requirements and would be required to obtain a Construction General Permit and implement an associated SWPPP.

The Reduced Density Alternative would proportionally reduce impervious areas, as well as reduce water pollutants. Nevertheless, this alternative would similarly implement BMPs and/or LID features for planning priority projects, as required by the MS4 permit, to reduce stormwater runoff and improve water quality treatment on-site. Therefore, hydrology and water quality impacts of this

alternative would be similar to the proposed project and result in less than significant impacts. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hazards and Hazardous Materials

Similar to the proposed project, this alternative would involve demolishing the on-site structures and building. Additionally, the project site is mapped within the Long Beach Oil Field and the entire project site is located within a City-designated methane gas mitigation zone. Accordingly, construction activities could result in the accidental release of mercury, hazards related to existing ASTs and stored hazardous waste, petroleum products, and/or contaminated soil. Further, as the proposed uses under this alternative would be similar to the proposed project, operations would require the limited use, storage, and handling of hazardous materials associated with an industrial development. Similarly, project operations could potentially expose future occupants to methane gas vapor intrusion. As such, the Reduced Density Alternative could create a significant hazard to the public or environment involving the release of hazardous materials into the environment, specifically within proximity to a school, during both project construction and operation. However, as with the proposed project, this alternative would be subject to compliance with all applicable federal and State laws and regulations related to the accidental release of hazardous materials, enforced through mitigation measures, which would reduce impacts related to hazards and hazardous materials to less than significant levels. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Transportation

Under the Reduced Density Alternative, the industrial development would generate proportionally fewer jobs and thus, proportionally fewer vehicular and truck trips and associated VMT.

This alternative would include similar site access and internal circulation improvements to accommodate the anticipated increase in bus, automobile, bicycle, and pedestrian demands. Construction activities under both scenarios would potentially result in temporary lane closures on adjacent roadways and would require implementation of mitigation to prepare and implement a TMP to reduce short-term construction related transportation impacts to less than significant levels. As the Reduced Density Alternative would reduce the overall density on-site by 30 percent, VMT would be proportionally reduced, and thus this alternative would be environmentally superior to the proposed project.

Air Quality

The Reduced Density Alternative would introduce up to 232,463 square feet of industrial uses. In comparison to the proposed project, this alternative would proportionally reduce the project's short-term construction and long-term operational air quality emissions. This alternative would be environmentally superior to the proposed project.

Greenhouse Gas Emissions

Compared to the proposed project, the reduced density proposed under the Reduced Density Alternative would proportionally reduce the project's GHG emissions during construction and operational phases. This alternative would be environmentally superior to the proposed project.

Energy

Compared to the proposed project, impacts from energy usage related to electricity during construction and operations would proportionally decrease given that the development intensity under the Reduced Density Alternative would be proportionally reduced. Thus, this alternative would be environmentally superior to the proposed project.

Noise

Due to the reduced development intensity of the Reduced Density Alternative, construction-related noise impacts would proportionally decrease compared to the proposed project. Additionally, operational noise impacts from fewer stationary and mobile noise sources under this alternative would be reduced compared to the proposed project. As such, this alternative would be environmentally superior to the proposed project.

Utilities and Service Systems

Given the reduction in development intensity, this alternative would generate proportionally less wastewater, water demand, solid waste, and electricity demands. Thus, this alternative would be environmentally superior to the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

The Reduced Density Alternative would achieve the project's objectives, but not to the extent of the proposed project. In theory, this alternative would replace an existing underutilized building with a new state-of-the-art speculative LEED-certified industrial building. The new building would encourage development and attract new business in the City, contributing to the City's tax base. However, while construction and operation would generate short- and long-term employment opportunities, respectively, the number of jobs generated would be proportionally less than the proposed project. Similarly, the number and type of tenants would be limited to what the reduced building square footage could accommodate. Realistically and based on current market conditions, the Reduced Density Alternative would unlikely be constructed because it would be economically infeasible and the underutilized building would remain on-site.

7.4.3 ALTERNATIVE INDUSTRIAL LAND USE MIX ALTERNATIVE

The Alternative Industrial Land Use Mix Alternative proposes an alternative mix of industrial land uses compared to the proposed project; refer to Table 7-3, *Proposed Project and Alternative Industrial Land Use Mix Alternative Comparison*. As shown therein, this alternative would maintain the same office square footage and total square footage as the proposed project, but would accommodate an additional 50,000 square feet of warehouse use by reducing manufacturing space by 50,000 square feet. The intent of this alternative is to lower overall trip generation and air quality and GHG emissions.

Table 7-3
Proposed Project and Alternative Industrial Land Use Mix Alternative Comparison

Use	Proposed Project (square feet)	Alternative Industrial Land Use Mix Alternative (square feet)
Office	24,000	24,000
Manufacturing	152,433	102,433
Warehouse	155,657	205,657
Total	**332,090**	**332,090**

This alternative would provide the appropriate setback and landscaping in compliance with applicable PD-26 (Subarea III) zoning district development standards, and would provide the same number of parking spaces as the proposed project. All architectural designs and features proposed by the project would remain the same. Similar to the proposed project, the Alternative Industrial Land Use Mix Alternative would require the same City approvals: CEQA Clearance, Site Plan Review, and all applicable Building and Safety Bureau Permits.

The following discussion evaluates the potential environmental impacts associated with the Alternative Industrial Land Use Mix Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Planning

The Alternative Industrial Land Use Mix Alternative would require the same discretionary approvals, including CEQA Clearance, Site Plan Review, and all applicable Building and Safety Bureau Permits. By providing the same mix of land uses, albeit with different square feet per use, this alternative would achieve consistency with the same General Plan and SCAG Connect SoCal 2024 policies as the proposed project, and would be developed consistent with the LBMC. As such, this alternative would be neither environmentally superior nor inferior to the proposed project.

Aesthetics/Light and Glare

The Alternative Industrial Land Use Mix Alternative would develop a speculative industrial building that could be used for a mix of manufacturing, warehousing, and office uses, similar to the proposed project, with similar building height, massing, architectural features, vehicular access and surface parking, site pedestrian and vehicular circulation, lighting and signage, site security and fencing, sitewide landscaping, and utility improvements. Similar to the proposed project, this alternative would not conflict with applicable zoning and other regulations governing scenic quality and light and glare. This alternative would implement the development standards set forth in the LBMC for the PD-26 (Subarea III) zoning district, and for site lighting and light spillover. External visual elements would not change, and an attractive, well-designed, industrial development within a transit-oriented business park, with high-quality architectural design would be provided, similar to the proposed project. As such, this alternative would be neither environmentally superior nor inferior to the proposed project.

Tribal and Cultural Resources

This alternative would have the same potential to encounter unknown archaeological resources and tribal cultural resources during ground-disturbing activities as the proposed project given that the entire project site would be graded and redeveloped under both scenarios. Similar to the proposed

project, implementation of mitigation would ensure impacts in this regard are reduced to less than significant levels. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Geology and Soils

Similar to the proposed project, the Alternative Industrial Land Use Mix Alternative would be required to implement mitigation that ensure recommended construction and design specifications detailed in the Geotechnical Investigation are implemented to reduce geology and seismic hazards. Such mitigation would reduce potential geology and soils impacts to less than significant levels. In addition, there is a similar potential for unknown paleontological resources to be located within the project area. Implementation of mitigation measures would ensure that impacts related to paleontological resources would be reduced to less than significant levels, similar to the proposed project. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hydrology and Water Quality

Similar to the proposed project, construction activities under the Alternative Industrial Land Use Mix Alternative could result in short-term water quality impacts associated with the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. This alternative would similarly be subject to the NPDES permit requirements and would be required to obtain a Construction General Permit and implement a SWPPP.

The Alternative Industrial Land Use Mix Alternative would result in the same impervious areas as the proposed project, as well as generate similar water pollutants. Therefore, this alternative would similarly implement BMPs and/or LID features for planning priority projects, as required by the MS4 permit, to reduce stormwater runoff and improve water quality treatment on-site. Therefore, hydrology and water quality impacts of this alternative would be similar to the proposed project and result in less than significant impacts. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hazards and Hazardous Materials

Similar to the proposed project, this alternative would involve demolishing the on-site structures and building. Additionally, the project site is mapped within the Long Beach Oil Field and the entire project site is located within a City-designated methane gas mitigation zone. Accordingly, construction activities could result in the accidental release of mercury, construction in proximity to existing AST's and stored hazardous waste, petroleum products, and/or contaminated soil. Further, as the proposed uses under this alternative would be similar to the proposed project, operations would require the limited use, storage, and handling of hazardous materials associated with an industrial development. Similarly, project operations could potentially expose future occupants to methane gas vapor intrusion. As such, the Alternative Industrial Land Use Mix Alternative could create a significant hazard to the public or environment involving the release of hazardous materials into the environment, specifically within proximity to a school, during both project construction and operation. However, as with the proposed project, this alternative would be subject to compliance with all applicable federal and State laws and regulations related to the accidental release of hazardous materials, enforced through mitigation measures, which would reduce impacts related to hazards and hazardous materials to less than significant levels. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Transportation

Per the methodology for employee generation per land use utilized by the Transportation Analysis (refer to Appendix 11.6, *Transportation Analysis*), by reducing manufacturing square footage and increasing warehousing square footage, this alternative would generate approximately 422 employees, compared to the proposed project (450 employees). While this would proportionally reduce VMT, this alternative would result in less than significant impacts related to VMT, similar to the proposed project.

Additionally, this alternative would include similar site access and internal circulation improvements to accommodate the anticipated increase in bus, automobile, bicycle, and pedestrian demands. Construction activities under both scenarios would potentially result in temporary lane closures on adjacent roadways and would require implementation of a TMP in order to reduce short-term construction related transportation impacts to less than significant levels. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Air Quality

The Alternative Industrial Land Use Mix Alternative would provide the same building square footage with the same uses as the proposed project. Thus, construction related air quality emissions would be similar to the project. This alternative would reduce manufacturing use by 50,000 square feet and increase warehousing use by 50,000 square feet. Based on the *3800 Via Oro Avenue Traffic Impact Assessment*, prepared by Kimley Horn and Associates, Inc. and dated February 2026, Manufacturing (ITE 140) has a trip generation rate of 4.75 while Warehousing (ITE 150) has a trip generation rate of 1.71.[5] Thus, this alternative would result in fewer vehicular and truck trips compared to the proposed project and reduced mobile air quality emissions. Overall, this alternative would result in similar short-term construction impacts, but reduced long-term operational air quality emissions. This alternative would be environmentally superior to the proposed project.

Greenhouse Gas Emissions

Compared to the proposed project, the alternative industrial land use mix proposed under the Alternative Industrial Land Use Mix Alternative would result in similar GHG emissions during construction. However, as vehicular and truck trips would decrease, proportionally reducing operational GHG emissions, this alternative would be environmentally superior to the proposed project.

Energy

Compared to the proposed project, impacts from energy usage related to electricity during construction would be similar, regardless of the alternative industrial land use mix. However, manufacturing would consume more operational energy than warehousing due to typically extended operational hours and activities. Thus, the reduced manufacturing space under this alternative would result in reduced energy impacts. This alternative would be environmentally superior to the proposed project.

[5] Kimley Horn and Associates, Inc., *3800 Via Oro Avenue Traffic Impact Assessment*, February 2026.

Noise

The Alternative Industrial Land Use Mix Alternative would provide the same building square-footage with the same uses as the proposed project. Thus, this alternative would result in the same short-term construction noise and vibration impacts. However, manufacturing uses typically produce more operational noise compared to warehousing uses due to the continuous operation of industrial and mechanical equipment. Thus, given that this alternative reduces the manufacturing square footage, this alternative would be environmentally superior to the proposed project.

Utilities and Service Systems

The Alternative Industrial Land Use Mix Alternative would provide the same building square footage with the same uses as the proposed project. Based on the *3800 Via Oro Avenue Utility Report*, prepared by Kimley Horn and Associates, Inc., and dated March 3, 2026, water demand and wastewater generation rates are the same for warehousing and manufacturing uses.[6] Similarly, solid waste generation rates for industrial uses are similar. Thus, this alternative would result in similar wastewater, water, and solid waste impacts. This alternative would be neither environmentally superior nor inferior to the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

The Alternative Industrial Land Use Mix Alternative would replace an existing underutilized building with a new industrial use with LEED Silver certification; promote development that generates both short-term and long-term employment opportunities for the community; encourage development that attracts new businesses to the City of Long Beach; attract increased business, contributing to the City's tax base; and attract high quality tenant(s) to be competitive with similar facilities across the region. As such, the Alternative Industrial Land Use Mix Alternative would achieve all of the project's objectives. However, as discussed under the Transportation analysis, the alternative would result in fewer employees than the proposed project. As such, fewer jobs within the City would be generated; thus, this project objective would be accomplished to a lesser degree as compared to the proposed project.

7.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 7-4, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project). Review of Table 7-4 indicates the Reduced Density Alternative is the environmentally superior alternative, as it would lessen some of the project's environmental impacts, specifically related to aesthetics/light and glare, transportation, air quality, GHG emissions, energy, noise, and utilities and service systems.

[6] Kimley Horn and Associates, Inc., *3800 Via Oro Avenue Utility Report*, March 3, 2026.

Table 7-4
Comparison of Alternatives

Environmental Topic Area	No Project/Existing General Plan Alternative	Reduced Density Alternative	Alternative Industrial Land Use Mix Alternative
Land Use and Planning	=	=	=
Aesthetics/Light and Glare	▲	▼	=
Tribal and Cultural Resources	=	=	=
Geology and Soils	=	=	=
Hydrology and Water Quality	=	=	=
Hazards and Hazardous Materials	=	=	=
Transportation	▲	▼	▼
Air Quality	▲	▼	▼
Greenhouse Gas Emissions	▲	▼	▼
Energy	▲	▼	▼
Noise	▲	▼	▼
Utilities and Service Systems	▲	▼	=

▲ Indicates an impact that is greater than the proposed project (environmentally inferior).
▼ Indicates an impact that is less than the proposed project (environmentally superior).
= Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior).

As detailed above, the Reduced Density Alternative would achieve the project's objectives, but not to the extent of the project. In theory, this alternative would replace an existing underutilized building with a new state-of-the-art speculative LEED-certified industrial building. The new building would encourage development and attract new business in the City, contributing to the City's tax base. However, while construction and operation would generate short- and long-term employment opportunities, respectively, the number of jobs generated would be proportionally less. Similarly, the number and type of tenants would be limited to what the reduced building square footage could accommodate. Realistically and based on current market conditions, the Reduced Density Alternative would unlikely be constructed because it would be economically infeasible and the underutilized building would remain on-site.

8.0 Effects Found Not To Be Significant

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA provides that an EIR shall focus on a project's significant effects on the environment and discuss potential environmental effects with emphasis in proportion to their severity and probability of occurrence. During preparation of this EIR, the City conducted an analysis of the project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in CEQA Guidelines Appendix G. Through the course of this evaluation, it was determined that the proposed project would result in a "less than significant" or "no impact" to the following environmental topic areas, in full, due to the inability of a project of this scope and nature to yield such impacts or the absence of project characteristics producing effects of this type.

- Agriculture and Forestry Resources;
- Biological Resources;
- Mineral Resources;
- Population and Housing;
- Public Services;
- Recreation; and
- Wildfire.

Additionally, specific impact thresholds from the following environmental topic areas were identified to also result in less than significant or no impacts.

- Aesthetics;
- Air Quality;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Land Use and Planning; and
- Noise.

These effects are not required to be included in the EIR's primary environmental analysis sections (Section 5.1, *Aesthetics*, through 5.12, *Utilities and Service Systems*). In accordance with *CEQA Guidelines* Section 15128, the following discussion includes a brief description of impacts found to be less than significant. The lettered analyses under each topical area directly correspond to their order in CEQA Guidelines Appendix G.

AESTHETICS. ***Except as provided in Public Resources Code Section 21099, would the project:***

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

No Impact. A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape of nearby features.

The General Plan Urban Design Element identifies several important vistas in the City, including views of downtown Long Beach and the coast from the high grounds in mid-City and near Signal Hill, views from Los Cerritos Park, views across the Long Beach skyline, the view along Alamitos Avenue south to the Villa Riviera Hotel; views within El Dorado Park; the view down Third Street to the cranes at the Port of Long Beach; views along Ocean Boulevard; the view from Bluff Park to the Pacific Ocean and Belmont Pier; the view from Queensway Bay and Shoreline Park to the Queen Mary; and the view from Los Coyotes Drive to the San Gabriel Mountains.[1] The Urban Design Element also identifies scenic routes. Currently, Ocean Boulevard and Livingston Drive constitute City-designated scenic routes. By 2030, the City-designated system of scenic routes is anticipated to expand to include Ocean Boulevard on the Belmont Peninsula, the Promenade in downtown Long Beach, the Los Angeles River and San Gabriel River corridors, Appian Way along the Colorado Lagoon, Marine Stadium, Studebaker Road, the approach road to Rancho Los Cerritos, and the entire stretch of Pacific Coast Highway.[2]

The project site is not situated in any of the areas with scenic vistas or along a scenic route identified in the General Plan. The project site is located in an urbanized, built out environment surrounded by existing industrial and office uses. As detailed in Section 3.4, *Project Characteristics*, maximum height of the proposed industrial building would be 49 feet (three stories), which is consistent with existing surrounding uses (e.g., four-stories office buildings to the south and west). The proposed building height is also consistent with the site's maximum permitted height for the Industrial (I) PlaceType (65 feet) and for the PD-26 (Subarea III) zoning district (60 feet). Overall, the proposed industrial building is consistent with the surrounding industrial and office uses in terms of scale and massing, and would not result in a substantial adverse effect on any identified scenic vistas. No impact would occur in this regard.

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

No Impact. Based on the California Department of Transportation's *California Scenic Highway Mapping System*, there are no officially designated or eligible State scenic highways within proximity to the project site.[3] The nearest (eligible) scenic highway is State Route [SR] 1 (also known as the Pacific Coast Highway) between State Route 19 (Lakewood Boulevard) in the City of Long Beach and Vista del Sol in the City of Laguna Beach, located approximately 4.7 miles southeast of the project site. As such, no impact would occur in this regard.

[1] City of Long Beach, *City of Long Beach General Plan 2040, Urban Design Element*, December 2019.
[2] Ibid.
[3] California Department of Transportation, *California State Scenic Highway System Map*, https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed March 10, 2026.

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?

No Impact. Based on the California Department of Conservation's *California Important Farmland Finder*, the project area is identified as Urban and Built-Up Land.[4] As such, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impact would occur in this regard.

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

No Impact. The project site is zoned PD-26 (West Long Beach Business Parks Planning Development) Subarea III and is not zoned for agricultural use. Additionally, based on California Department of Conservation's *Williamson Act Enrollment Finder*, the project site is not under an existing Williamson Act contract.[5] Thus, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur in this regard.

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. As stated under Agriculture and Forestry Resources (b), the project site (and the surrounding areas) are zoned PD-26 (Subarea III) and not zoned for any forest land, timberland, or timberland production. Project implementation would not affect any existing lands zoned for forest land, timberland, or timberland production. Therefore, no impact would occur in this regard.

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

No Impact. Refer to response to Agriculture and Forestry Resources (c). No impact would occur.

[4] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/dlrp/ciff/, accessed March 10, 2026.

[5] California Department of Conservation, *Williamson Act Enrollment Finder*, https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/, accessed March 11, 2026.

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. Refer to responses to Agriculture and Forestry Resources (a) through (d). No agricultural resources or forest land exists within or adjacent to the project site. Therefore, the project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use. No impact would occur in this regard.

AIR QUALITY. *Would the project:*

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

Less Than Significant Impact. The project site is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). 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 proposed project involves development of a concrete tilt-up speculative industrial building that could be used for a mix of manufacturing, warehousing and office uses, and would not include any uses identified by the SCAQMD as being associated with strong odors. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people during operation.

Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Rule 1113, which would minimize odor impacts from reactive organic gas (ROG) emissions during architectural coating applications. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people during construction. Impacts would be less than significant in this regard.

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?

No Impact. The project site is currently occupied by a single-story television broadcasting facility facing Via Oro Avenue and Hughes Avenue and a surface parking lot to the north of the building. The northeast corner of the site is vacant and undeveloped with disturbed, non-native vegetation, and the southeast corner of the site is vacant and graded. Limited areas of landscaping are located on the project site, primarily limited to grass, shrubs, and trees adjacent to Via Oro Avenue and Hughes Way and surrounding the surface parking lot. The site is surrounded by existing industrial and office uses and the project area is highly developed. Additionally, according to the *Tree Survey and Arborist Report For an Approximate 13.8-acre Site Located at the NE C/O Hughes Way and Via Oro Ave. in Long Beach, CA*

(Arborist Report), prepared by CalPacific Sciences and dated March 6, 2026, no trees on-site were noted as native; refer to Appendix 11.11, *Arborist Report*. Due to its developed nature and lack of suitable habitat for special-status species, project implementation would not result in a substantial adverse effect, either directly or through habitat modifications, on any sensitive species. No impacts would occur in this regard.

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?

No Impact. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. The project site is located in a highly developed area of the City with no banks of rivers, streams, or sensitive natural communities identified within or near the project site. While the Los Angeles River is located 0.01-mile east of the project site, it is concrete-lined and has no riparian habitat. As such, no riparian or other sensitive natural communities occur within the project site. No impact would result in this regard.

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?

No Impact. Wetlands are defined under the Federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The project site is predominantly paved, located in a highly developed area of the City, and no State or federally protected wetlands have been identified within or near the project site. As such, project implementation would not adversely impact protected wetlands through direct removal, filling, hydrological interruption, or other means. No impact would result in this regard.

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

Less Than Significant Impact. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet inadequate for others. Wildlife corridors are key features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The project site exists entirely within a developed and predominantly paved, urbanized area. The proposed industrial building would be constructed on previously graded and developed areas that contain no biological resources other than sparsely spaced ornamental landscaping. Therefore, the site does not function as a wildlife movement corridor.

Project implementation would not interfere 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. However, the proposed project may result in the removal of ornamental vegetation on-site, including trees. Thus, the project could result in potential impacts to nesting birds protected by the Migratory Bird Treaty Act (MBTA). The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, and prohibits activities that result in the direct take (defined as killing or possession) of a migratory bird. Mandatory compliance with the MBTA would ensure the project's potential construction-related impacts to migratory birds from tree and vegetation removal would be reduced to less than significant levels should construction activities occur during the nesting season. Thus, upon compliance with existing regulations, impacts would be less than significant in this regard.

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

Less Than Significant Impact. Development of the proposed project would involve removal of some on-site trees. A tree survey and health assessment of all mature trees within the project site was conducted and documented in the Arborist Report; refer to Appendix 11.11. The primary goal of the Arborist Report was to conduct a limited health assessment of each tree on-site. According to the Arborist Report, a total of 83 mature trees is located on-site. Ten distinct species were identified, with the three most prominent species: paperbark (*Melaleuca Quinquenervia*), Canary Island pine (*Pinus canariensis*), and southern magnolia (*Magnolia grandiflora*), comprising 80.7 percent of the total tree population present within the project area. No native trees were noted on-site. The trees on-site appear regularly maintained but several trees show indication of infection, disease, or are structurally compromised. Due to these conditions, 33 trees (39.8 percent) are in decline or pose a risk of failure and are not candidates for preservation. Another five trees (6.0 percent) are marginal, requiring significant treatment if preserved. The remaining 45 trees are potential candidates for preservation but would require pruning or spraying for pests going forward.

LBMC outlines provisions and guidelines for tree removal and maintenance within the City, mostly pertaining to City-maintained trees. Applicable regulations may include, but are not limited to, LBMC Section 14.28.060, *Planting or removing – Permit required*, and Section 14.28.100, *Protection during construction*. As noted in the Arborist Report, any trees that are intended for removal as part of a project may require a removal permit and must be approved by the Planning Director. Overall, upon compliance with local regulations, impacts would be reduced to less than significant levels.

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. The project site is not located within a Natural Community Conservation Plan or Habitat Conservation Plan.[6] As such, no impact would result in this regard.

[6] Data Basin, *Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP) boundaries in California*, https://databasin.org/maps/new/#datasets=75a75b7fdd3e4a8c9d2c96037c0f9a98, accessed March 11, 2026.

GEOLOGY AND SOILS. *Would the project:*

a)(1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act (Act) (Public Resources Code 2621-2624, Division 2 Chapter 7.5) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50-foot setbacks are required).

According to the *Geotechnical Investigation, Proposed Industrial Building, 3800 Via Oro Avenue, Long Beach, California* (Geotechnical Investigation), prepared by Southern California Geotechnical, Inc., dated February 26, 2026, the project site is not located within an Alquist-Priolo Earthquake Fault Zone; refer to Appendix 11.3, *Geotechnical Investigation*. Further, no evidence of faulting was identified during the geotechnical investigation. Therefore, the Geotechnical Investigation determined that the possibility of significant fault rupture on the site is low; refer to Appendix 11.3. As such, the project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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. No impact would occur in this regard.

a)(4) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact. Seismically induced landslides can overrun structures, people or property, sever utility lines, and block roads. Based on the California Department of Conservation's *Landslide Inventory*, no existing landslides and delineated landslide zones of required investigation are located within the project vicinity.[7] The potential for landslide hazards is considered low in the project area as the majority of the project area, including the project site, is relatively level and has been extensively developed with pavement, hardscape, and structures. Therefore, project implementation would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

[7] California Department of Conservation, *Landslides Inventory* (Beta), https://www.conservation.ca.gov/cgs/landslides, accessed March 12, 2026.

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

No Impact. No septic tanks or alternative wastewater disposal systems are proposed as part of the project. The proposed development would be connected to the City's existing sewer system and would not involve the installation of septic tanks or alternative wastewater disposal systems. No impact would occur in this regard.

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?

Less Than Significant Impact. Limited amounts of some hazardous materials could be used in the short-term construction of the project, including vehicle fuels, oils and lubricants, solvents and cleaners, cements and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures. The routine transportation, use, and disposal of these materials would be required to adhere to State and local standards and regulations for handling, storage, and disposal of hazardous substances. Upon compliance with existing State and local procedures that are intended to minimize potential health risks associated with their use, impacts associated with the handling, storage, and transport of these hazardous materials during construction would be less than significant.

The project would construct a concrete tilt-up speculative industrial building with a mix of manufacturing, warehousing, and office uses. As such, long-term operations of the project may involve the routine transport, use, or disposal of hazardous materials. The types and quantities of hazardous substances utilized by the various types of potential future users at the project site would vary and, as a result, the nature of potential hazards would vary. Nonetheless, the proposed project would be subject to compliance with existing regulations, standards, and guidelines related to the transport, use, and disposal of hazardous materials established by the U.S. EPA, State, County of Los Angeles, and the City of Long Beach. Specifically, the project is subject to compliance with existing hazardous materials regulations codified in California Code of Regulations Title 8 (governing employees exposure to hazardous materials and construction/industrial operations), Title 22 (establishes California's hazardous waste management system), and Title 26 (implements California programs related to accidental release prevention risk management, and extremely hazardous substances, such as the California Accidental Release Prevention [CalARP] Program), and their enabling legislations set forth in Health and Safety Code Chapter 6.95 (enabling legislation for California's unified hazardous materials programs) as well as California Code of Regulations Title 49 (regulates transportation of hazardous materials in interstate and intrastate commerce).

Locally, the Long Beach Certified Unified Program Agency (Long Beach CUPA) is a local agency certified by the California Environmental Protection Agency (CalEPA) to implement and enforce six State hazardous waste and hazardous materials regulatory management programs. The Long Beach CUPA has been in effect since July 1, 1997, and is comprised of two different bureaus: the City's Health Department, Environmental Health Bureau, and the Long Beach Fire Department (LBFD) Fire Prevention Bureau. The Unified Program consolidates the administration, permitting, inspection, and emergency management of the following programs:

- Hazardous Waste Generator;
- Hazardous Waste Treatment (Tiered Permitting);
- California Accidental Release Prevention (CalARP);

- Hazardous Material Business Plan (HMBP);
- Aboveground Petroleum Storage Act (APSA); and
- Underground Storage Tank (UST).

Under the HMBP program, businesses that handle hazardous materials (including hazardous waste) or extremely hazardous substances in the City of Long Beach are required to submit a Hazardous Materials Business Plan (HMBP) via the California Environmental Reporting System (CERS) if using, handling, or storing hazardous materials in quantities equal to or greater than:

- 55 gallons of a liquid,
- 500 pounds of a solid,
- 200 cubic feet of compressed gas, or
- Extremely hazardous substances above the threshold planning quantity.

The HMBP program was established in 1986 to prevent or minimize the damage to public health and safety and the environment from a release or threatened release of hazardous materials. It also satisfies community right-to-know laws. The HMBP provides information regarding hazardous materials at facilities to emergency responders and the general public.

Overall, compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Impacts regarding the routine transport, use, or disposal of hazardous materials during project operations would be less than significant.

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

No Impact. Government Code Section 65962.5 requires DTSC and the SWRCB to compile and update a regulatory sites listing (per the Code Section's criteria). Additionally, the State Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to CCR Title 14 Section 18051 to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

According to CalEPA, the site is not listed pursuant to Government Code Section 65962.5.[8] No impact would occur in this regard.

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, result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest airport to the project site is Long Beach Airport, a public airport, located approximately 2.5 miles to the east. As such, the project site does not fall within two miles of a public

[8] California Environmental Protection Agency, *Cortese Listing*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed March 16, 2026.

airport or private airfield nor is it identified within an airport land use plan. Therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area and no impact would occur in this regard.

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

Less Than Significant Impact. The *City of Long Beach Emergency Operations Plan* (EOP), dated August 2015, addresses the planned response by the City to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies.[9] The EOP was designed to be flexible enough to be used in all emergencies as well as facilitate response and short-term recovery activities. Further, the City maintains the *City of Long Beach Natural Hazard Mitigation Plan* (Hazard Mitigation Plan), dated March 2023 to reduce risks from disasters to the people, property, economy, and environment within the City. The Hazard Mitigation Plan complies with federal and State hazard mitigation planning requirements to establish eligibility for funding under Federal Emergency Management Agency (FEMA) grant programs.

Construction and operations of the project would not impair implementation of the EOP or the Hazard Mitigation Plan. The proposed haul route for demolition removal or delivery of supplies would be via Hughes Way, which offers direct access to and from northbound Interstate 405 (I-405) to the south. Trucks would utilize Warnock Way and Santa Fe Avenue if coming from or to southbound I-405, which offers connections to the northbound and southbound lanes of Interstate 710 (I-710). Because of the developed nature of the site, grading would be minimal, and soils would generally be balanced on-site; there would be no anticipated import or export of soil. As such, hauling trips would be minimal and would not have to potential to impair emergency response or access, While construction activities and construction staging would be mostly located within the site, construction-related trips associated with trucks and personnel traveling to and from the site may result in minor temporary and short-term traffic delays as a result of partial lane closures and/or construction-related vehicles traveling along project roadways. As such, Mitigation Measure TRA-1 (as detailed in Section 5.7, *Transportation* would require a temporary Traffic Management Plan (TMP) to be prepared and implemented to ensure traffic flow and emergency access are maintained during the construction process. The TMP would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. The TMP would require approval from the City's Traffic Engineer, the Public Works Department, LBFD, and Long Beach Police Department (LBPD) to ensure that adequate emergency access is maintained throughout construction. Overall, construction-related traffic impacts would be short-term and temporary, and implementation of Mitigation Measure TRA-1 would ensure any construction-related project impacts in this regard are reduced to less than significant levels.

The project would not impair implementation of the EOP or the Hazard Mitigation Plan during project operations. Project plans would be subject to City's Building and Safety Bureau and LBFD site and building plan review, which would ensure adequate emergency access and compliance with all applicable building and fire codes. Specifically, knox boxes would be installed at all vehicular access gates to provide access for emergency responders.

[9] City of Long Beach, *City of Long Beach Emergency Operations Plan*, August 2015.

As such, project implementation would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant in this regard.

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

No Impact. The project site consists of, and is surrounded by, urban/developed land, and no areas of wildland are present in the project vicinity. According to the California Department of Forestry and Fire Protection's *Find Your Fire Hazard Severity Zone (FHSZ)*, neither the project site nor the surrounding area are identified as very high fire hazard severity zones.[10] Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires, and no impact would occur in this regard.

LAND USE AND PLANNING. ***Would the project:***

a) Physically divide an established community?

No Impact. Factors that could physically divide a community include, but are not limited to:

- Construction of major highways or roadways.
- Construction of storm channels.
- Closing bridges or roadways; and
- Construction of overhead utility transmission lines.

The key factor with respect to this threshold is the potential to create physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The proposed project would not physically divide an established community. The project site is currently occupied by a single-story television broadcasting facility facing Via Oro Avenue and Hughes Avenue and a surface parking lot to the north of the building. The northeast corner of the site is vacant and undeveloped with disturbed, non-native vegetation, and the southeast corner of the site is vacant and graded. The project proposes to demolish existing on-site structures and redevelop the site with a concrete tilt-up speculative industrial building. The project would not involve the construction of major highways or roadways and storm channels, or result in the permanent closure of bridges or roadways. There are no existing overhead utility transmission lines and all proposed utility transmission lines/connections would be undergrounded and limited to those that serve the proposed development; thus, proposed utility lines would not create any physical barriers that adversely impact the connectivity of the project area. The proposed industrial building could be used for a mix of manufacturing, warehousing and office uses, which would be consistent with the site's existing PD-26 (Subarea III) zoning and surrounding industrial and office uses. Thus, development of the proposed project would not physically divide an established community, and no impact would occur in this regard.

[10] California Department of Forestry and Fire Protection, *Find your Fire Hazard Severity Zone (FHSZ)*, https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9, accessed March 11, 2026.

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?

No Impact. The project site is located in a developed area of the City. The project site and surrounding area have no active mines or areas where geologic data indicate that significant Portland Cement Concrete Grade (PCC-Grade) aggregate resources are present.[11] Additionally, the project site is currently developed with a television broadcasting facility and is not utilized for mining activities. Therefore, project development would not cause the loss of availability of mineral resources valuable to the region and the State, and no impact would occur.

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

No Impact. Refer to response to Mineral Resources (a). The General Plan does not identify any mineral resources within the City limits. The project site currently operates as a television broadcasting facility and no part of the project site is within an area owned or controlled by an aggregate producer, nor has the project site previously been used for mineral extraction. Similarly, the site is not within an area that is used for oil/gas production, nor is the project site within a known oil/gas field. As such, no impact would occur in this regard.

NOISE. *Would the project:*

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 nearest airport to the project site is Long Beach Airport, a public airport, located approximately 2.5 miles to the east. The project site does not fall within two miles of a public airport or private airfield nor is it identified within an airport land use plan. Therefore, the project would not expose people residing or working in the project area to excessive airport- or airstrip-related noise and no impact would occur in this regard.

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)?

Less Than Significant Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure.

The proposed project is consistent with the site's I PlaceType and PD-26 (Subarea III) zoning. As such, projected employment and population growth associated with buildout of the site under the existing PlaceType and zoning were already envisioned and planned for in the local and regional

[11] California Department of Conservation, *Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles County, California*, 2010.

contexts, and the project would not have the capacity to result in significant impacts related to indirect unplanned population growth.

However, for informational purposes, the project's projected population growth and impacts in local and regional contexts are disclosed herein. Typically, construction workers would already reside within the City and surrounding area and commute to work; permanent relocation of construction workers and their families are not anticipated. As such, temporary construction workers are not included as part of the assumptions for estimating the project's projected population growth and impacts. It is anticipated that up to 450 employees could be employed at the project site, split into different work shifts. Typically, similar to construction workers, future employees would likely reside within the City and surrounding area and commute to work. Nonetheless, conservatively assuming that all (up to 450) new employees and their families relocate from outside of the City, the project could induce population growth in a local context by introducing up to 1,170 persons based on the City's (2020 through 2024) average household size of 2.60.[12] This potential population growth associated with the project (1,170 persons) would represent an approximately 0.26 percent increase over the City's population as of July 1, 2024 (450,901 persons), which is the latest data available.[13] Potential population growth impacts can also be assessed on the regional level through consistency with adopted regional plans, such as Connect SoCal 2024 (which is the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS] of the Southern California Association of Governments [SCAG]), which have addressed growth management from a regional standpoint. Connect SoCal 2024 forecasts estimate the County's population to grow at a rate of 7.4 percent between 2019 (10,046,000 persons) and 2050 (10,793,000 persons), representing a total increase of 747,000 persons between 2019 and 2050.[14] The estimated project-generated population growth of 1,170 persons represents approximately 0.16 percent of the County's anticipated increase in population between 2019 and 2050, and approximately 0.01 percent of the County's total projected 2050 population. Overall, the proposed industrial project would not result in a significant population growth, as it would result in only an approximately 0.26-percent increase over the City's existing (2024) population, approximately 0.16 percent of the County's anticipated increase in population between 2019 and 2050, and an approximately 0.01-percent of the County's total projected 2050 population.

It should be acknowledged that the proposed project is consistent with the site's PlaceType and zoning; therefore, the projected employment and associated population growth for the site were already envisioned and planned for in both local and regional contexts. Further, the project is located within an urbanized area and would not include components such as the extension of roads or existing infrastructure that would result in substantial unplanned indirect population growth within the City. Overall, impacts would be less than significant in this regard.

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

Less Than Significant Impact. The project would not displace substantial numbers of existing people or housing and would not necessitate the construction of replacement housing elsewhere, as there are no existing houses on-site. A less than significant impact would result in this regard.

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[12] U.S. Census Bureau, *QuickFacts, Long Beach city, California*, https://www.census.gov/quickfacts/fact/table/longbeachcitycalifornia#, accessed March 12, 2026.

[13] Ibid.

[14] Southern California Association of Governments, *Connect SoCal 2024, Demographics and Growth Forecast Technical Report, Table 12. Region and county forecast of population, households, and employment*, April 4, 2024.

PUBLIC SERVICES. ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

(a)(1) Fire protection?

Less Than Significant Impact. The LBFD provides fire protection within the City. The LBFD has 23 stations, fire headquarters, and a beach operations facility within the City of Long Beach. The nearest LBFD fire station to the project site is Station 11 located at 160 East Market Street (approximately 1.9 miles to the northeast). It should be noted that the Los Angeles County Fire Department (LACoFD) services two fire stations closer to the site than LBFD Station 11: Station 127, located at 2049 East 223rd street in the City of Carson (approximately 1.7 miles to the northwest) and Station 10 located at 1860 East Del Amo Boulevard, also in the City of Carson (approximately 1.5 miles to the southwest). These fire stations may also provide emergency response services to the project. However, as the project is located within the existing service area of the LBFD (identified within 13A Fire Response Zones)[15] and any development impacts fees would be collected by the City, for the purpose of this analysis, the following analysis focuses on the project's impact on LBFD fire protection services.

According to the City, LBFD responds to over 5,000 calls for service per month and more than 50,000 calls for emergency medical services each year.[16] According to the City, the arrival of the first unit to structure within the LBFD's target response time of 6 minutes, 20 seconds, occurred for 73 percent of incidents during 2024; LBFD's projected goal for 2026 is 80 percent.[17] A significant majority (approximately 85 percent) of LBFD's calls are for emergency medical services.[18]

Construction

Construction activities associated with the proposed project could create a temporary increase in demand for fire protection services at the project site. However, construction activities would be subject to compliance with applicable State and local regulations, including the California Building Code and California Fire Code, to reduce risk of construction-related fire. Construction management practices such as the installation of temporary construction fencing to restrict site access and maintenance of a clean construction site would be implemented as needed, and all fire safety elements of project construction would be subject to review by the City's Building and Safety Bureau and LBFD. As such, a less than significant impact would occur in this regard.

Operations

The project proposes to demolish all existing on-site structures and redevelop the site with an approximately 332,090-square foot concrete tilt-up speculative industrial building that could be used for a mix of manufacturing, warehousing, and office uses. As stated, the proposed project is consistent with the site's I PlaceType and PD-26 (Subarea III) zoning; thus, projected employment and associated

[15] City of Long Beach, *Fire Response Zones with Battalions*, May 2021.
[16] City of Long Beach, *Final Report of the Fire Optimization Study for LB Fire Department*, March 31, 2025.
[17] City of Long Beach, *Adopted Fiscal Year 2026 Budget,* November 26, 2025, pp. 423.
[18] Ibid.

population increase for the site under the proposed project was already envisioned and planned for in the local and regional contexts.

Additionally, the project would be subject to compliance with applicable State and local regulations, including the California Building Code and California Fire Code, to reduce risk of fire. Additionally, the project would comply with LBFD requirements regarding emergency access, fire flow, fire protection standards, minimum fire lane widths, and other site design/building standards. For instance, to ensure adequate fire emergency access, the project would install knox boxes at all vehicular access gates to provide access for emergency responders. Project plans would be subject to City's Building and Safety Bureau and LBFD site/building plan review, which would ensure adequate emergency access, fire hydrant availability, and compliance with all applicable codes. Further, the proposed project would be subject to the City's Fire Facilities Impact Fee as outline in LBMC Chapter 18.16, *Fire Facilities Impact Fee*. The Fire Facilities Impact Fees collected would be used to finance the fire facilities, equipment, and apparatus to mitigate the costs of providing additional fire services attributable to new residential or nonresidential development. Currently, the LBFD levies a Fire Facilities Impact Fee of $0.132 per square foot for the industrial component and $0.325 per square foot for the office component of a non-residential development project.[19]As such, the City's Fire Facilities Impact Fee would allow LBFD to offset any increased demand that may result from the proposed project. Overall, following compliance with LBFD and LBMC requirements, the project would not result in the need for new or physically altered fire protection facilities, and project implementation is not anticipated to adversely impact existing LBFD services. Impacts would be less than significant in this regard.

(a)(2) Police protection?

Less Than Significant Impact. The LBPD provides law enforcement services to the City, including the project site. The closest LBPD stations include West Division Station located at 1835 Santa Fe Ave (approximately 2.63-mile south) and the North Division Station located at 4891 Atlantic Avenue, approximately 1.65-mile northeast. The project site is located within Beat No. 1 in Reporting District 71, Division 4 (West Division).[20]

In 2024, the LBPD maintained a 5.8-minute average response time for Priority 1 calls (the highest priority calls).[21]

Construction

Construction activities associated with the proposed project could create a temporary increase in demand for police protection services at the project site. However, construction activities would be subject to compliance with applicable State and local regulations, including the California Building Code. Specifically, LBMC Title 9, Chapter 1, Article 2, *California Building Code*. Specifically, Chapter 33, *Safeguards During Construction*, of the California Building Code details emergency access requirements,

[19] City of Long Beach, *Development Impact Fees*, October 1, 2025.
[20] City of Long Beach, *Police Reporting District*, https://maps.longbeach.gov/datasets/LongBeachCA::police-reporting-districts/about, accessed March 12, 2026.
[21] City of Long Beach, *Adopted Fiscal Year 2026 Budget,* November 26, 2025, pp. 547.

which would minimize site safety hazards and potential construction-related impacts to police services. Compliance with existing regulations would ensure less than significant impacts occur in this regard.

Operations

As stated, the proposed project is consistent with the site's I PlaceType and PD-26 (Subarea III) zoning; thus, projected employment and associated population increase for the site under the proposed project were already envisioned and planned for in the local and regional contexts.

Further, the project has included a variety of security features to improve site safety thereby potentially reducing calls for police protection services during project operations. As detailed in Section 3.4, the entire site would be secured with tube steel fencing along the site perimeter, a rolling eight-foot-tall steel security gate at vehicular access points, and swinging steel pedestrian gates at pedestrian access points. The access driveways would be gated, limiting access to authorized workers and visitors only. The vehicular access gates and pedestrian gates would remain locked, except during operations and maintenance activities. The vehicular access and pedestrian gates would also have card readers for employee access. Knox boxes would be installed at all vehicular access gates to provide access for emergency responders. Additionally, the project site would include 24 hours per day, seven days per week security, including surveillance cameras in the interior and exterior of the project site. Additional security features may include, but not be limited to, well-illuminated parking areas designed with minimum dead space to eliminate areas of concealment and location of building entrances in high-foot traffic areas.

Further, the project would be subject to site plan review by the City's Building and Safety Bureau prior to project approval to ensure the project meets City requirements in regard to public safety (e.g., Crime Prevention Through Environmental Design [CPTED] standards and nighttime security lighting) to minimize the potential for safety concerns. Moreover, LBMC Chapter 18.22, *Police Facilities Fee*, was adopted for the purpose of imposing mitigation fees on applicants seeking to construct development projects. The purpose of such fees is to ensure that the impacts created by proposed development are offset through the payment of fair share costs required to support police facilities and related costs necessary to accommodate such development. Currently, the LBPD levies a Police Facilities Impact Fee of $0.218 per square foot for the industrial component and $0.538 per square foot for the office component of a non-residential development project.[22] Overall, following compliance with local requirements such as LBMC Chapter 18.22, the project would not result in the need for new or physically altered police protection facilities, and project implementation is not anticipated to adversely impact existing LBPD services. Impacts would be less than significant in this regard.

(a)(3) Schools?

Less Than Significant Impact. Although the majority of the City is served by the Long Beach Unified School District (LBUSD), the project site is served by the Los Angeles Unified School District (LAUSD).[23] The nearest schools include the Rancho Dominguez Preparatory School located at 4110 Santa Fe Avenue (approximately 920 feet to the northwest) and the Dominguez Elementary School

[22] City of Long Beach, *Development Impact Fees*, October 1, 2025.

[23] Los Angeles Unified School District, *Board of Education District 7*, December 15, 2023, https://www.lausd.org/apps/pages/index.jsp?uREC_ID=4432584&type=d&pREC_ID=2672239, accessed March 13, 2025.

located at 21250 South Santa Fe Avenue in the City of Carson (approximately 0.38-mile to the northwest), both operated under LAUSD.

The project does not propose new or physically altered schools. As discussed, projected employment and associated population growth due to buildout of the site under the site's I PlaceType and PD-26 (Subarea III) zoning was already envisioned and planned for in the local and regional contexts, and the project would not have the capacity to result in significant impacts related to indirect unplanned population growth. Consequently, the industrial project would not substantially increase demand for LAUSD school services.

Further, pursuant to Senate Bill 50, the State requires payment of development impact fees to mitigate project impacts to school facilities. Currently, the LAUSD levies a school developer fee of $0.84 per square foot for commercial/industrial development.[24] The project Applicant would be required to pay the developer impact fees in effect at the time of submitting the building permit application. These fees are used by school districts to pay for facility expansion and upgrades needed to serve new students. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." As such, upon payment of required fees by the project Applicant consistent with existing State requirements, and less than significant impacts would occur in this regard.

(a)(4) Parks?

Less Than Significant Impact. Nearby parks managed by the City's Long Beach Parks, Recreation and Marine (Department) include Tanaka Park located at 1400 West Wardlow Road (approximately 0.32-mile southwest), Los Cerritos Park located at 3750 Del Mar Avenue in the (approximately 0.52-mile east) and Baker Street Park located at 643 Baker Street (approximately 0.54-mile southeast). Additionally, Dominguez Park, managed by the City of Carson Community Services/Recreation/Park Maintenance Department, is located at 21330 South Santa Fe Avenue in the City of Carson, approximately 0.3-mile northwest.

The project does not propose new or physically altered parks or recreational facilities. As discussed, projected employment and associated population growth due to buildout of the site under its existing I PlaceType and PD-26 (Subarea III) zoning was already envisioned and planned for in the local and regional contexts, and the project would not have the capacity to result in significant impacts related to indirect unplanned population growth. Consequently, the project would not substantially increase demand for parks or other recreational facilities. Impacts would be less than significant in this regard.

(a)(5) Other public facilities?

Less Than Significant Impact. Other public facilities that could potentially be impacted by the proposed project include library services. The closest library to the project site is the Dana Neighborhood Library located at 3680 Atlantic Avenue (approximately 1.5 mile to the east. This library is a part of the Long Beach Public Library (LBPL), which provides library services within Long Beach.

[24] Los Angeles Unified School District, *More Information About Impact Fees*, https://impactfee.lausd.org/apps/pages/index.jsp?uREC_ID=4418178&type=d&pREC_ID=2651424, accessed March 13, 2025.

The project does not propose new or physically altered libraries. As stated, projected employment and associated population growth assumed at buildout of the site under the site's I PlaceType and PD-26 (Subarea III) zoning was already envisioned and planned for in the local and regional contexts, and the project would not have the capacity to result in significant impacts related to indirect unplanned population growth. Consequently, the project would not result in a substantial increase in demand for other public facilities such as library services. Overall, as an industrial project, the project would not result in the need for new or physically altered other public facilities such as libraries, and project implementation is not anticipated to adversely impact existing public facilities such as libraries. Impacts would be less than significant in this regard.

RECREATION. ***Would the project:***

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

Less Than Significant Impact. As stated above under Public Services (a)(4), the proposed industrial development would not result in a substantial increase in demand for existing parks or other recreational facilities that may result in the physical deterioration of these facilities. Impacts would be less than significant in this regard.

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 involves development of a concrete tilt-up speculative industrial building that could be used for a mix of manufacturing, warehousing, and office uses, and would not include any recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impact would occur in this regard.

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?

No Impact. According to the California Department of Forestry and Fire Protection's *Find Your Fire Hazard Severity Zone (FHSZ)*, the project site and surrounding areas are not located in or near State responsibility areas or classified as very high fire hazard severity zones.[25] Therefore, no impact would occur in this regard.

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. Refer to response to Wildfire (a).

[25] California Department of Forestry and Fire Protection, *Find your Fire Hazard Severity Zone (FHSZ)*, https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9, accessed March 11, 2026.

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. Refer to response to Wildfire (a).

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. Refer to response to Wildfire (a).

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