11.0 Appendices

11.1 NOP and Comment Letters

Notice of Preparation
of an Environmental Impact Report

TO: Agencies, Organizations, and Interested Parties

FROM: City of Long Beach
Community Development Department, Planning Bureau
411 W. Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

Subject: 3800 Via Oro Project – Notice of Preparation of an Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations

Pursuant to Public Resources Code Section 21165 and the Guidelines for the California Environmental Quality Act (CEQA) Section 15050, the City of Long Beach is the lead agency responsible for preparation of an Environmental Impact Report (EIR) addressing potential impacts associated with the project identified below.

AGENCIES: The purpose of this document is to serve as a Notice of Preparation (NOP) of an EIR pursuant to the CEQA Guidelines Section 15082 and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed project. Specifically, the City of Long Beach requests input on the environmental information germane to your agency's statutory responsibility in connection with the proposed project. Your agency may rely on the EIR prepared by the City of Long Beach when considering permits or other approvals for this project.

ORGANIZATIONS AND INTERESTED PARTIES: The City of Long Beach requests your comments and concerns regarding the proposed scope and content of the environmental information to be included in the EIR.

PROJECT TITLE: 3800 Via Oro Project

PROJECT LOCATION: The approximately 13.59-acre project site is located at 3800 Via Oro Avenue within the City of Long Beach (City) and consists of one parcel (Assessor Parcel Number 7310-016-086).

PROJECT DESCRIPTION: 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 consistent with the existing West Long Beach Business Parks Planning Development (PD-26) zoning for the project site. The project site obtained a permit on June 6, 2025, for the removal of ground mounted solar panels. The building would include a mezzanine and be approximately 36 feet tall. Overall, the project would have a floor area ratio of 0.56.

The proposed industrial building could include a mix of manufacturing, warehousing, and office uses that are permitted under PD-26. The exact mix of uses is unknown at this time since no end-user has been identified. However, 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 proposed development would also include site improvements related to parking, site circulation, and access; lighting and signage; fencing; landscaping; and utilities and infrastructure.

POTENTIAL ENVIRONMENTAL EFFECTS: Potentially significant environmental impacts associated with the proposed project may include Aesthetics, Air Quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems. These topics will be addressed in the EIR. In addition, the EIR will describe and evaluate project alternatives that may reduce or avoid any identified significant adverse impacts of the project. Resource areas anticipated to result in no impacts or less than significant impacts include Agriculture and Forestry, Biological Resources, Mineral Resources, Population and Housing, Public Services, Recreation, and Wildfire.

PUBLIC REVIEW PERIOD: This NOP is available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b). Comments must be submitted within 30 days of receipt. The NOP is available for a 30-day public review period beginning March 23, 2026, and ending April 21, 2026, online at https://www.longbeach.gov/lbcd/planning/environmental/reports/ and also, in person, at the following locations:

City of Long Beach Community Development Planning Bureau 411 W. Ocean Boulevard, 2nd Fl. Long Beach, CA 90802	**Billie Jean King Main Library** 200 W. Broadway Long Beach, CA 90802	**Harte Neighborhood Library** 1595 W. Willow Street Long Beach, CA 90810

SCOPING MEETING: As part of the NOP process, the City will conduct a virtual public scoping meeting to present the proposed project and environmental process and to receive public comments and suggestions regarding the proposed project. All interested parties are invited to attend the scoping meeting to assist in identifying issues to be addressed in the EIR. The scoping meeting will involve a presentation about the proposed project, the environmental review process, and schedule. After the presentation, public comments will be accepted. The scoping meeting will be held via web conference at the following date and time:

Meeting Information (Virtual)
Date: April 8, 2026, 6:00 P.M. Pacific via Zoom
Time: 6:00 P.M. to 7:00 P.M.

Please click the link below to join the webinar:

Join from PC, Mac, iPad, or Android:
https://longbeach-gov.zoom.us/j/95932594935

Phone one-tap:
+12133388477,,95932594935# US (Los Angeles)

Join via audio:
+1 213 338 8477 US (Los Angeles)
Webinar ID: 959 3259 4935
International numbers available: https://longbeach-gov.zoom.us/u/abzYKhJCsM

RESPONSES AND COMMENTS: The City of Long Beach will accept written comments only during the aforementioned public review period ending on April 21, 2026 at 4:30 P.M. Comments must be submitted via letter or email to the contact below. Comments made via other means, including social media, or delivered to other recipients, will not be accepted or considered. Please indicate a contact person for your agency or organization and send your written comments to:

Community Development Department, Planning Bureau
Attn: Bradley Bounds, II, Planner
411 W. Ocean Boulevard, 3rd Floor
Long Beach, CA 90802
(562) 570-6720
LBDS-EIR-Comments@longbeach.gov

Attachments:

Exhibit 1, Site Vicinity
Exhibit 2, Conceptual Site Plan

Source: Google Earth Pro, January 2026

Michael Baker INTERNATIONAL

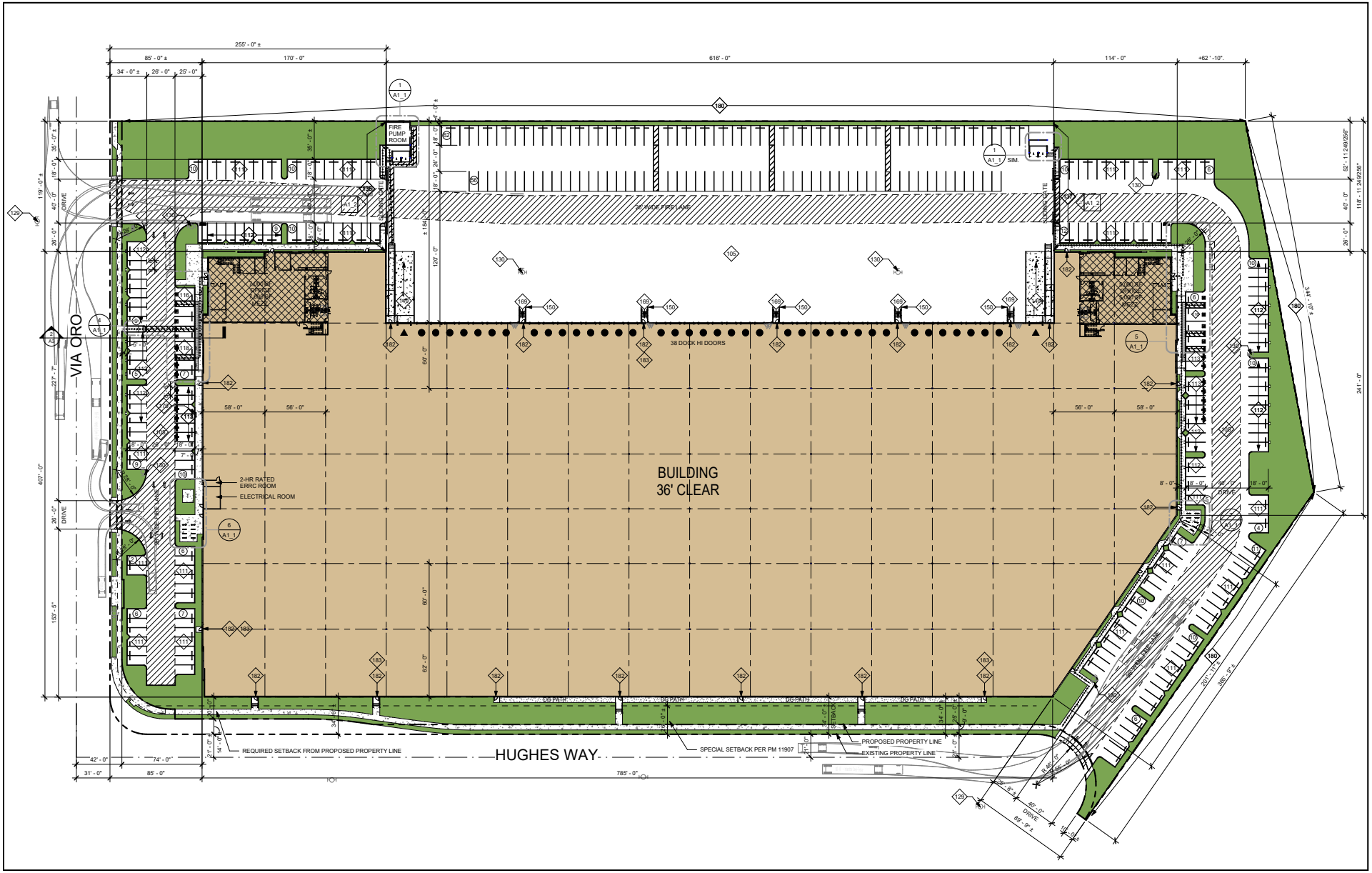
NOT TO SCALE

01/2026 • JN 212132

3800 VIA ORO PROJECT
ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Exhibit 1



Source: Kimley Horn

Michael Baker INTERNATIONAL

NOT TO SCALE

01/2026 • JN 212132

3800 VIA ORO PROJECT
ENVIRONMENTAL IMPACT REPORT

Conceptual Site Plan

Exhibit 2

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Isaac Bojorquez
Ohlone-Costanoan

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Sara Dutschke
Miwok

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

COMMISSIONER
Vacant

COMMISSIONER
Vacant

EXECUTIVE SECRETARY
Andrew Alejandre
Paskenta Band of Nomlaki Indians

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

March 23, 2026

Bradley Bounds II
City of Long Beach
411 West Ocean Boulevard
3rd Floor
Long Beach CA 90802

Re: 2026030940 3800 Via Oro Project, Los Angeles County

To Whom It May Concern:

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

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

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

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

AB 52

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

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

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

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

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

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

SB 18

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

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

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

NAHC Recommendations for Cultural Resources Assessments

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

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@NAHC.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

Katherine M. Butler, MPH, Director
8800 Cal Center Drive
Sacramento, California 95826-3200
dtsc.ca.gov

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

March 25, 2026

Bradley Bounds II
Planner
City of Long Beach
411 West Ocean Boulevard, 3rd Floor
Long Beach, CA 90802
Bradley.Bounds@longbeach.gov

RE: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR 3800 VIA ORO PROJECT DATED MARCH 23, 2026, STATE CLEARINGHOUSE NUMBER 2026030940

Dear Bradley Bounds II,

The Department of Toxic Substances Control (DTSC) reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for 3800 Via Oro Project (Project). 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 consistent with the existing West Long Beach Business Parks Planning Development (PD-26) zoning for the Project site. The Project site obtained a permit on June 6, 2025, for the removal of ground mounted solar panels. The building would include a mezzanine and be approximately 36 feet tall. 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 proposed development would also include site improvements related to parking, site circulation,

and access; lighting and signage; fencing; landscaping; and utilities and infrastructure. DTSC recommends and requests consideration of the following comments:

1. There are several areas of which DTSC has regulatory oversight over that are within the proposed project site, whether they are listed as having documented contamination, land use restrictions, are subject to a Hazardous Waste Facility Permit, or the potential for the project site to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, DTSC recommends further coordination with the Department in the event that the proposed project may impact any of the areas that may fall under DTSC's oversight. Please review the project area in EnviroStor; DTSC's public-facing database and coordinate with the Department if any suspected decisions may impact these areas of which DTSC oversees.
2. If buildings or other structures are to be demolished on any Project sites included in the proposed Project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual.
3. DTSC recommends all imported soil/fill material be tested to ensure all COCs meet screening levels as outlined in DTSC's PEA Guidance Manual. Furthermore, DTSC advises referencing the DTSC Information Advisory Clean Imported Fill Material Fact Sheet if importing soil/fill is necessary. To minimize the possibility of introducing contaminated soil/fill material, there should be documentation of the origins of the soil/fill material and, if applicable, sampling be conducted to ensure that the imported soil/fill material is suitable for the intended land use. The sampling should include analysis based on the source of the soil/fill and knowledge of prior land use.

DTSC appreciates the opportunity to comment on the NOP of a DEIR for the 3800 Via Oro Project. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via the CEQA Review email for additional guidance.

Sincerely,

Tamara Purvis

Tamara Purvis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

cc: (via email)

Governor's Office of Land Use and Climate Innovation
State Clearinghouse
state.clearinghouse@lci.ca.gov

Rosendo Solis
Vice President of Development
9th St. Partners, LLC / Project Applicant
RSolis@9thStPartners.com

Frances Yau
Project Manager
Michael Baker International. / Consulting Firm
frances.yau@mbakerintl.com

Dave Kereazis
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Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Scott Wiley
Analyst II
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Scott.Wiley@dtsc.ca.gov

From: Bradley Bounds
To: Yau, Frances; Ashimine, Alan
Cc: Anita Juhola-Garcia; Amy Harbin
Subject: EXTERNAL: FW: Notice of Preparation (NOP) - 3800 Via Oro Project, Long Beach, CA
Date: Tuesday, April 21, 2026 9:56:22 AM
Attachments: image001.png
image001.png
image002.png
image003.png
image004.png

EXTERNAL EMAIL

Hello,

We received this written comment below.

Sincerely,

Bradley Bounds II
Planner III

Community Development | Planning Bureau
411 W. Ocean Blvd., 3rd Fl. | Long Beach, CA 90802
Office: 562.570.6720

From: Lynette Ferenczy <lferenczy62@verizon.net>
Sent: Sunday, April 19, 2026 8:00 PM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Subject: Fw: Notice of Preparation (NOP) - 3800 Via Oro Project, Long Beach, CA

-EXTERNAL-

April 19, 2026

Hello Bradley,

I received this notice via the Wrigley Association and I have some comments on the NOP for EIR 26-001, Application 2504-08 at 3800 Via Oro. The proposed project is a 332,090 square foot industrial building.

1. The previous use at this site included a solar farm that appeared to be about 1/4 of the existing site, or approximately 3.5 acres. To reduce green house gases and future energy needs, will the new building be required to have solar panels? I hope that this is a requirement.

2. Will the transportation analysis provide a truck route plan? I want to ensure there will be no truck traffic permitted in the Wrigley neighborhood and the trucks will take the most direct route to the 405/710.

3. Due to the additional pollution created during construction and with the large volume of trucks accessing the site I support the planting of on-site canopy type trees and as a mitigation measure the planting of trees in the immediate area and in the Wrigley neighborhood.

4. Please clarify if the building height is 36 or 49 feet.

Please email me confirming receipt of this email.

Sincerely,

Lynette Ferenczy
Wrigley Resident

From: Alex Tomko <alex@wrigleyassociation.org>
To: "lferenczy62@verizon.net" <lferenczy62@verizon.net>
Cc: Justin Simon <justin@wrigleyassociation.org>; Alejandra Gutiérrez <alejandra@wrigleyassociation.org>
Sent: Monday, March 23, 2026 at 12:08:20 PM PDT
Subject: Fwd: Notice of Preparation (NOP) - 3800 Via Oro Project, Long Beach, CA

FYI

---------- Forwarded message ---------
From: **Yau, Frances** <Frances.Yau@mbakerintl.com>
Date: Mon, Mar 23, 2026 at 12:01 PM
Subject: Notice of Preparation (NOP) - 3800 Via Oro Project, Long Beach, CA
To:
CC: Bradley Bounds <bradley.bounds@longbeach.gov>, Amy Harbin <amy.harbin@longbeach.gov>

Hello –

On behalf of the City of Long Beach (City), please find the attached Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the 3800 Via Oro Project. The NOP can also be viewed online at: https://www.longbeach.gov/lbcd/planning/environmental/reports/

The 30-day public comment period during which the City will receive written comments on the NOP is from **March 23, 2026 until April 21, 2026**. The City will accept written comments only during the public comment period. Comments must be submitted via letter or email to the contact below. Comments made via other means, including social media or delivered to other recipients, will not be accepted or considered. The City must receive all written comments **no later than 4:30 p.m. on April 21, 2026.**

Comments, preferably, should be sent via email to: LBDS-EIR-Comments@longbeach.gov, or alternatively comments may be sent by postal mail to:

Community Development Department, Planning Bureau

ATTN: Bradley Bounds II, Planner

411 W. Ocean Boulevard, 3rd Floor

Long Beach, CA 90802

562.570.6720

A virtual public scoping meeting is also scheduled for **April 8, 2026 from 6:00 pm to 7:00 pm via Zoom**. Please refer to the attached NOP for the virtual meeting link information.

For additional questions regarding the review of the NOP, please contact the City Planner at the address/phone number above.

Thank you,

Frances Yau, AICP | Project Manager - Environmental

5 Hutton Centre Drive, Suite 500 | Santa Ana, CA 92707 | [O] 949-330-4105

frances.yau@mbakerintl.com | www.mbakerintl.com

Michael Baker INTERNATIONAL | We Make a Difference

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

April 20, 2026

City of Long Beach
Bradley Bounds II, Planner III
411 W. Ocean Blvd, 3rd Floor
Long Beach, CA, 90802

RE: 3800 Via Oro Project
– Notice of Preparation
SCH # 2026030940
GTS # 07-LA-2026-05051

Dear Bradley Bounds II:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Project proposes to demolish all existing on-site structures and redevelop site with approximately 332,090-square foot concrete tilt-up speculative industrial building which could be used for a mix of manufacturing, warehousing, and office uses.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Regional access to the site is provided by Interstate 710 (I-710) and Interstate 405 (I-405). Caltrans is a commenting agency on this project and has the following comments:

For the Environmental Impact Report, please submit VMT-based Traffic Impact Study. Please follow the Governor's Office of Planning and Research Guidance to identify VMT related impacts that includes any potential mitigation measures necessary. With the enactment of Senate Bill 743 (SB 743), Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans asses VMT analysis for land use projects, please review Caltrans' Transportation Impact Study Guide to ensure a complete VMT-based Traffic Impact Study is prepared.

https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf

If potential transportation impacts are identified, the following preferred impact mitigation may be recommended: Transportation demand management programs to reduce the transportation impacts, which may include increased transit access, commute trip reductions such as rideshare programs, shared mobility facilities (bicycle or vehicular), increased bicycle and pedestrian infrastructure, infrastructure investments connecting to existing active transportation infrastructure, or transit system amenities (or expansion) to reduce the project's transportation impacts.

Please see the attached Right of Way Maps F1513-6, F1513-7, F1907 and Director's Deed 7551.2. Per Director's Deed D7551.2, Caltrans has the right to access the freeway at lengths described in the deed as 150.96 feet, 901.18 feet, 980.89 feet, and 810.51 feet. Upon completion of the project, Caltrans vehicle access to these specific locations on the State Highway System must be maintained.

All construction haul vehicles accessing the State Highway System must use routes approved by Caltrans. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

The applicant shall ensure that construction-related traffic does not adversely impact the State Highway System. All temporary traffic control within or affecting state highways shall comply with the most current edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans standards. The applicant shall ensure that public safety and mobility are maintained during construction.

Any project work proposed in the vicinity of the State Right-of-Way (ROW) would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans's requirements for work done within State ROW, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State ROW. For specific details for Encroachment Permits procedure, please refer to the Caltrans's Encroachment Permits Manual at:

http://www.dot.ca.gov/hq/traffops/developserv/permits/

If you have any questions, please feel free to contact Mr. Joseph Jamoralin, the project coordinator, at (805) 732-8047 and refer to GTS # 07-LA-2026-05051.

Sincerely,

Anthony Higgins

Anthony Higgins
Acting LDR Branch Chief

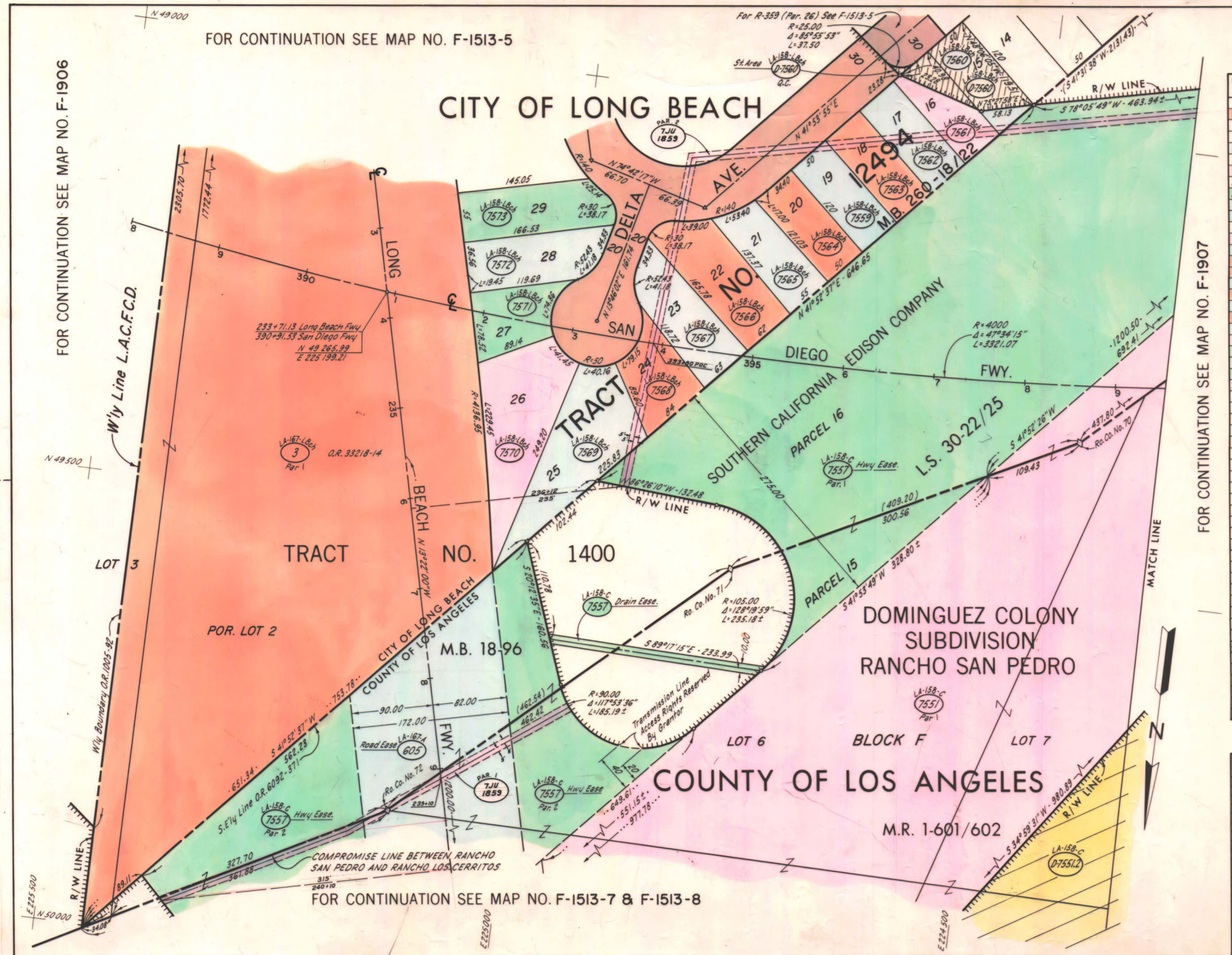
Cc: State Clearinghouse

List of Attachments:

1. F1513-6
2. F1513-7
3. F1907
4. Director's Deed 7551.2. D LA-158-LA
5. Director's Deed 75512 D PLAT LA-158-LA

B.P.R. RES. NO	STATE	FEDERAL PROJECT NO.	EFFECTIVE DATE	SHEET NO	TOTAL SHEETS
7	CALIF.			7	9

DISTRICT R/W AGENT — BUREAU OF PUBLIC ROADS — DATE



PARCEL NO.	GRANTOR OR GRANTEE	AREA * ACQ.	EXCESS	TOTAL	INST	RECORDING DATA DATE	O.R.
3 PAR 170-5	CITY OF LONG BEACH				Q.C.	1-7-55	46585-340
See Deed for City of Long Beach Parcel Numbers							
605	SO. CA. EDISON CO.				EASE	9-21-53	42730-138
7551 PAR 1	DOMINGUEZ				FEE	4-24-56	50974-160
D-7551.2	DOMINGUEZ				D.D.	1-7-64	D2312-982
7557 PAR 2	SO. CA. EDISON CO.				EASE	1-21-65	D2772-12
7559	HARRIS				FEE	9-10-57	55548-44
7560	BLOOM				FEE	9-3-57	55509-444
D-7560	HOWARD BROS				D.D.	11-23-64	D2707-738
7561	POOL				FEE	9-26-57	55703-287
7562	TURNER				FEE	10-2-57	55750-154
7563	BRIGHT				FEE	8-30-57	55484-425
7564	WOODLAND				FEE	9-12-57	55578-412
7565	CLARK				FEE	9-20-57	55658-422
7566	SHIMIZU				FEE	9-6-57	55540-364
7567	SAUNDERS				FEE	9-23-57	55674-130
7568	SAWYER				FEE	9-3-57	55503-343
7569	PETERSON				FEE	9-10-57	55548-40
7570	HILL				FEE	8-29-57	55475-204
7571	SHUTTS				FEE	8-9-57	55288-363
7572	DODSON				FEE	8-13-57	55325-406
7573	STOY				FEE	8-28-57	55463-432
TJU 1859 PAR 1	STD. OIL CO. OF CAL.						

ISSUE DATE

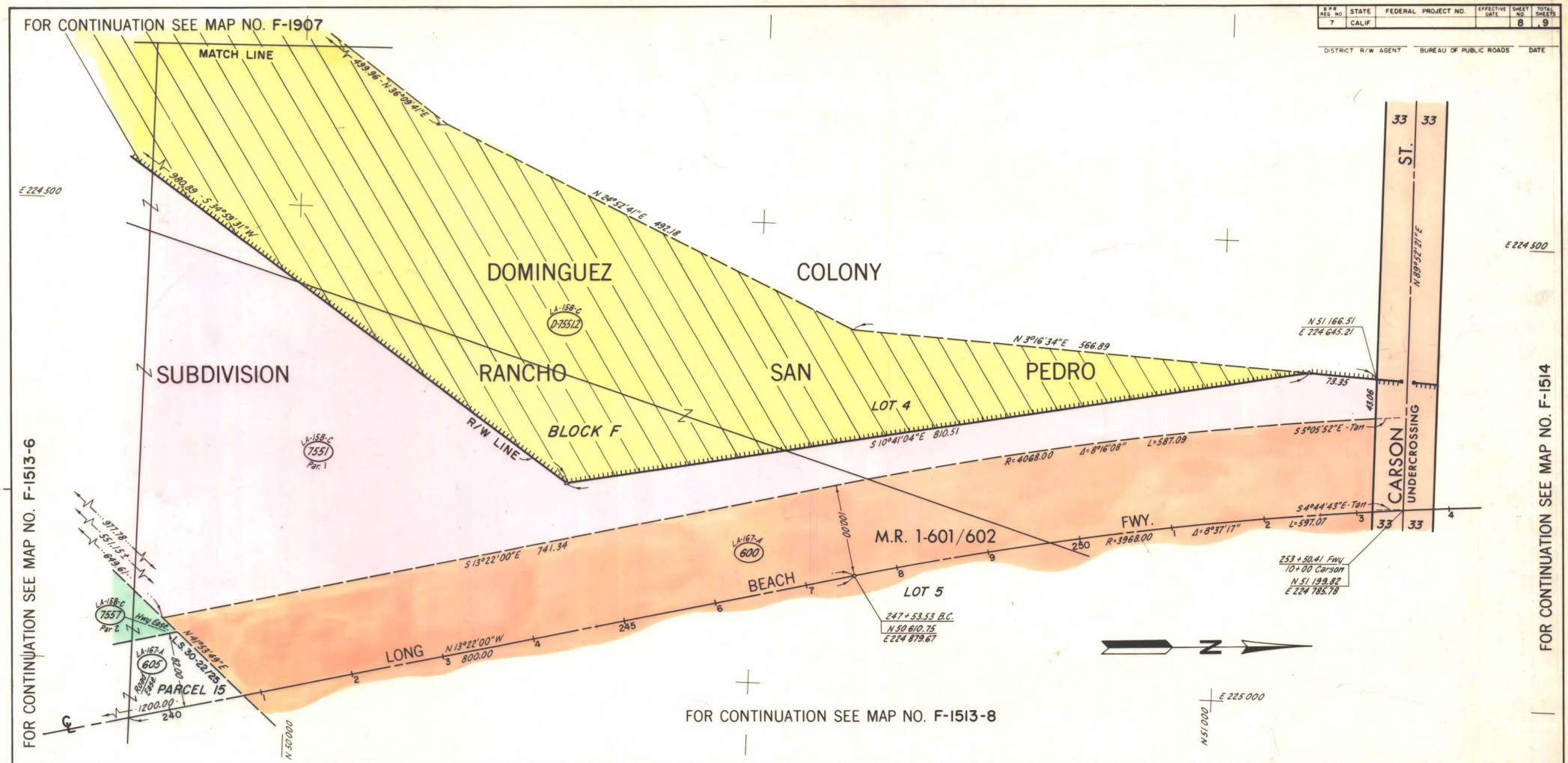
STATE OF CALIFORNIA
TRANSPORTATION AGENCY — DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
(OLD LA 167 LBch., LA 167-A)
(OLD LA 158 LBch., LA 158-C)
R/W MAP

NO. F-1513-6
07-LA-7 PM 9.4
SCALE 1" = 50' DATE 9-25-69
R.W.P.E. _____ SR. _____

LEGEND: ACCESS DENIED ✦ EXCLUDES STREET AREA
* AREA IN SQUARE FEET UNLESS OTHERWISE NOTED
( ) PREVIOUS RECORD DATA ▲ INCLUDES EASEMENT AREA

B.P.R. REG. NO.	STATE	FEDERAL PROJECT NO.	EFFECTIVE DATE	SHEET NO.	TOTAL SHEETS
7	CALIF			8	9

DISTRICT R/W AGENT | BUREAU OF PUBLIC ROADS | DATE



PARCEL NO.	GRANTOR OR GRANTEE	AREA * ACQ.	EXCESS	TOTAL	INST	RECORDING DATA DATE	O.R.
600	DOMINGUEZ				FEE	5-27-52	39027-372
605	SO. CA. EDISON CO.				EASE	9-21-53	42730-138
7551 Par 1	DOMINGUEZ				FEE	4-24-56	50974-160
D-7551.2	DOMINGUEZ				DD	1-7-64	D2312-982
7551 Par 2	SO. CA. EDISON CO.				EASE	1-21-65	D2772-12

PARCEL NO	GRANTOR OR GRANTEE	AREA * ACQ	EXCESS	TOTAL	INST	RECORDING DATA DATE	O.R

PARCEL NO.	GRANTOR OR GRANTEE	AREA * ACQ.	EXCESS	TOTAL	INST	RECORDING DATA DATE	O.R.

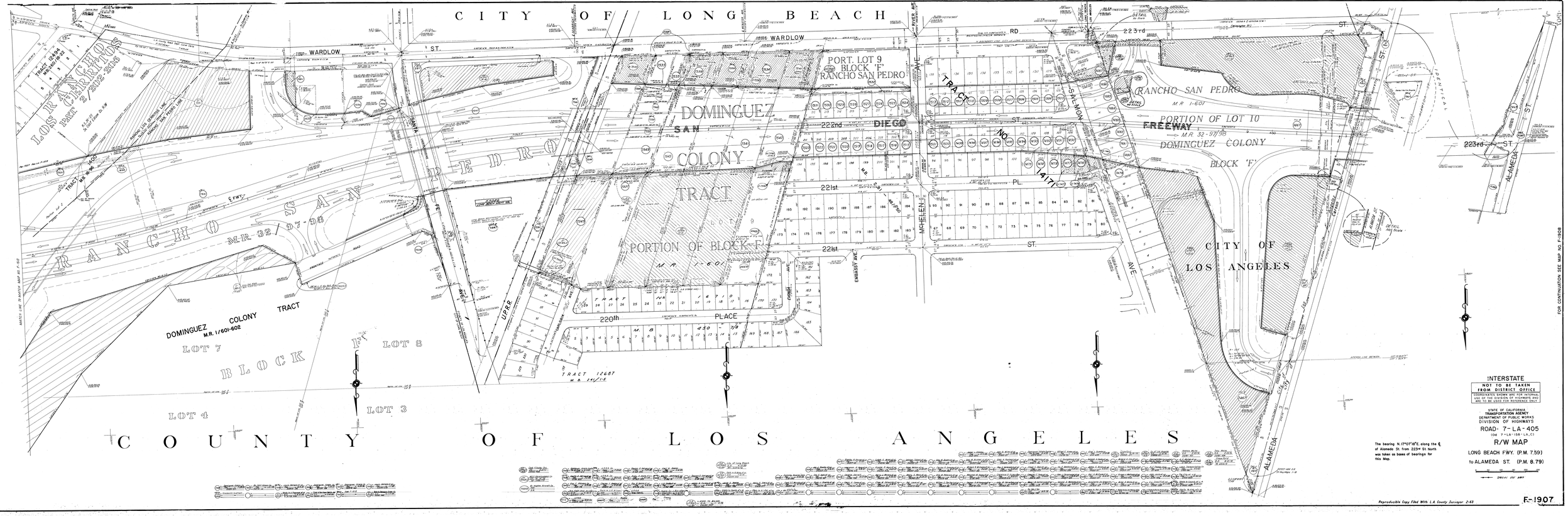
PARCEL NO	GRANTOR OR GRANTEE	AREA * ACQ	EXCESS	TOTAL	INST	RECORDING DATA DATE	O.R

ISSUE DATE

STATE OF CALIFORNIA
TRANSPORTATION AGENCY — DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
(OLD LA 167 A)
(OLD LA 158 C)
R/W MAP

NO. F-1513-7
07-LA-7 PM 9.6
SCALE 1" = 50' DATE 9-25-69
R.W.P.E. SR.

LEGEND: ACCESS DENIED ✦ EXCLUDES STREET AREA
* AREA IN SQUARE FEET UNLESS OTHERWISE NOTED
( ) PREVIOUS RECORD DATA ▲ INCLUDES EASEMENT AREA


CITY OF LONG BEACH
COUNTY OF LOS ANGELES
CITY OF LOS ANGELES
WARDLOW ST.
223rd ST.
222nd ST.
221st ST.
220th PLACE
DIEGO
SAN
SANTA FE AVE.
SALMON AVE.
McHELEN AVE.
EMBASSY AVE.
ALAMEDA ST.
PORT. LOT 9
BLOCK 'F'
RANCHO SAN PEDRO
DOMINGUEZ
COLONY
TRACT
PORTION OF BLOCK F
M.R. 1/601
PORTION OF LOT 10
M.R. 32-97/98
DOMINGUEZ COLONY
BLOCK 'F'
F.REEWAY
LOS CERRITOS
RANCHO
M.R. 32/97-98
DOMINGUEZ COLONY
M.R. 1/601-602
LOT 7
LOT 6
LOT 4
LOT 3
BLOCK
TRACT 12687
M.B. 241/1-2
TRACT 10450
M.B. 450/7-8
TRACT 10610
M.B. 451/20
TRACT 10484
M.B. 450/8-9
TRACT 2/2002-2003
U.P.R.R.
FOR CONTINUATION SEE MAP NO. F-1915
FOR CONTINUATION SEE MAP NO. F-1908
INTERSTATE
NOT TO BE TAKEN FROM DISTRICT OFFICE
COORDINATES SHOWN ARE FOR INTERNAL USE OF THE DIVISION OF HIGHWAYS AND ARE TO BE USED FOR REFERENCE ONLY
STATE OF CALIFORNIA
TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
ROAD 7-LA-405
(06 7-LA-158-LA,C)
R/W MAP
LONG BEACH FWY. (P.M. 7.59)
to ALAMEDA ST. (P.M. 8.79)
The bearing N.17°07'18"E. along the ℄ of Alameda St. from 223rd St North was taken as bases of bearings for this Map.
Reproducible Copy Filed With L.A. County Surveyor 2-63
F-1907

Recorded 1-7-64
Book D2312 Page 982
OR Los Angeles County

OFFICE COPY

Posting	Prelim.	Final
Instr. Rec.		
[redacted]		JAN 27 '64
Maps		3-24-64

SPACE ABOVE THIS LINE FOR RECORDER'S USE

DIRECTOR'S DEED

DISTRICT	COUNTY	ROUTE	SECTION	NUMBER
VII	LA	158	C	D-7551.2

KNOW ALL MEN BY THESE PRESENTS:

That the STATE OF CALIFORNIA, acting by and through its Director of Public Works, does hereby grant to

DOMINGUEZ ESTATE COMPANY, a California Corporation,

all that certain real property situate, lying and being in the

County of Los Angeles, State of California, described as follows, to-wit:

Those portions of Lots 4, 5 and 7 in Block F of the Subdivision of the Rancho San Pedro, known as Dominguez Colony, as per map recorded in Book 1, pages 601 and 602 of Miscellaneous Records in the office of the County Recorder of said County, described as follows:

Beginning at a point in that certain course described as "N. 3° 16' 34" E., 566.89 feet" in description of PARCEL 1 in deed recorded in Book 50974, page 160 of Official Records in said office, distant South 3° 16' 34" West, along said certain course, 73.35 feet from the Northerly terminus of said certain course; thence South 10° 41' 04" East, 810.51 feet; thence South 34° 59' 31" West, 980.89 feet; thence South 74° 21' 18" West, 901.18 feet; thence Northwesterly, in a direct line 150.96 feet to the Westerly terminus of that certain course described in said description as "N. 81° 27' 33" E., 524.80 feet"; thence Easterly, Northeasterly and Northerly, along the boundary defined in said description, to the point of beginning.

TOGETHER with all rights of access to and from the parcel of land hereinabove described over and across the generally Northwesterly boundary thereof, as said rights were conveyed by said deed.

EXCEPTING and RESERVING unto the State of California any and all rights of ingress to or egress from the land herein conveyed over and across the lines hereinabove described as having lengths of 810.51 feet, 980.89 feet, 901.18 feet and 150.96 feet.

It is the purpose of the foregoing exception and reservation to provide that no easement of access shall attach or be appurtenant to the property hereby conveyed, by reason of the fact that the same abuts upon a State highway.

SUBJECT to the EXCEPTION and RESERVATION therefrom, all oil, minerals, natural gas and other hydrocarbons by whatsoever name known, that may be within or under the herein conveyed parcel of land, and the rights thereto, together with certain other conditions, as excepted and reserved in said deed to the State of California recorded in Book 50974 page 160 of Official Records in the office of the County Recorder of said County.

Subject to special assessments if any, restrictions, reservations, and easements of record.

AND BE IT FURTHER KNOWN:

FIRST, the Director of Public Works has heretofore found and determined and does hereby find and determine, that the said lands were acquired for State Highway purposes and are no longer necessary, and are not now being used for highway uses or purposes;

SECOND, that this conveyance is executed pursuant to the authority vested in the Director of Public Works by law and, in particular, by the Streets and Highways Code.

WITNESS the hand of the Director of Public Works, and the seal of the Department of Public Works of the State of California, this 26th day of December, 19 63.

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

John Erreca
DIRECTOR OF PUBLIC WORKS

Original Signed By Russell J. Cooney
DEPUTY DIRECTOR OF PUBLIC WORKS
(Management)

STATE OF CALIFORNIA }
COUNTY OF SACRAMENTO } ss.

On this 26th day of December, in the year 19 63, before me, Carla M. Renick, a Notary Public in and for the County of Sacramento, State of California, residing therein, duly commissioned and sworn, personally appeared Russell J. Cooney, known to me to be the Deputy Director of the Department of Public Works of the State of California, described in and that executed the within instrument, and also known to me to be the person who executed the same on behalf of the State of California therein named and he acknowledged to me that the State of California executed the same.

WITNESS my hand and official seal.

Carla M. Renick
Notary Public

RESOLUTION

RESOLVED by the California Highway Commission that, it having approved the manner and terms and conditions of the transaction, the execution by the Director of Public Works on behalf of the State of California of a deed conveying to

DOMINGUEZ ESTATE COMPANY, a California Corporation, portions of Lots 4, 5 and 7 in Block F of the Subdivision of the Rancho San Pedro, known as Dominguez Colony,

in the _____, County of Los Angeles, State of California,

is hereby authorized and approved.

THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution passed by the California Highway Commission at its meeting regularly called and held on the 18th day of December, 1963, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 20th day of December, 1963

Robert T. Martin
Assistant Secretary of the
California Highway Commission

DIST.	COUNTY	RTE.	SEC.
VII	LA	158	C

PARCEL NO. 7551 UNIT 1

RANCHO SAN PEDRO

DOMINGUEZ COLONY

M. R. 1 – 601, 602

BLOCK F

DOMINGUEZ ESTATE COMPANY

52 ACRES +

7551 UNIT 1, POR. LOTS 4, 5, 7
406,586 ± – 9.334 Ac.
O.R. 50974 – 160, PAR. 1

N. 63° 03' 23" W 58.90'
N. 67° 48' 56" E 532.29'
N. 19° 56' 04" W
SANTA FE AVE
FRONTAGE ROAD
N. 15° 21' 45" E 90.85'
S. 69° 52' 21" E 150.94'
N. 81° 27' 33" E 52.40'
N. 74° 21' 18" E
N. 46° 09' 20" E 502.06'
N. 36° 09' 41" E 499.96'
N. 24° 52' 41" E 492.18'
N. 3° 16' 24" E 566.99' 493.54'
N. 10° 41' 04" W 810.31'
N. 34° 59' 31" E 980.89'
901.18'
N. W'ly Line Lot 4
N. 69° 52' 21" E 73.38'
43.06'
CARSON ST.
LOT 8 LOT 7 LOT 4
LOT 7 LOT 6
O.R. 30027-372
SAN DIEGO FWY
223rd ST.
S. 89° 58' 40" W
N. 89° 49' 40" E 15.48'
S. 42° 54' 48" W.
N. 0° 10' 20" W 74.04'
R = 120.00'
Δ = 46° 54' 34"
L = 98.26'
S. 0° 10' 20" E 80.12'
R = 60.00'
Δ = 23° 35' 52"
L = 23.58'
S. 0° 22' 32" W (Rad.)
N. 42° 30' 31" W (Rad.)
N. 0° 15' 34" E 237.81'
R = 2060'
L = 323.59'
Δ = 9° 12' 42"
R = 2000'
N. 84° 26' 53" E 341.38'
N. 80° 15' 44" E 328.26'
N. 41° 53' 55" E 500.27'
N. 0° 43' 13" E (Rad.)
N. W'ly Line Tract No. 1400
Por. Lot
Por. Lot
TRACT NO 1400
M.B. 18-96
N. W'ly R/W Line
Southern California Edison Co.

Retain Access Rights
Subject to Easements of Record.

Original: Acquisition Sectio
Work Map M-6

STATE OF CALIFORNIA – DIVISION OF HIGHWAYS – RIGHT OF WAY DEPARTMEN

PLAT ACCOMPANYING	P.S.R. No.	12127	SCALE 1" = 100'
DIRECTOR'S DEED	Dir. Dd. No.	D-7551.2	DRWN. CHKD. REV. FOR DD 9-5-63 R&R DATE 30 AUG. 1962
APPROVED 12-5-62			R/W FILE NO. 126633

Los Angeles Unified School District

Office of Environmental Health and Safety

ANDRÉS E. CHAIT
Acting Superintendent of Schools

CARLOS A. TORRES
Director, Environmental Health and Safety

JENNIFER FLORES
Deputy Director, Environmental Health and Safety

April 21, 2026

Bradley Bounds II
City of Long Beach
Community Development Department, Planning Bureau
411 W. Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

Dear Bradley Bounds II,

Thank you for the opportunity to provide comments on the Notice of Preparation of and Environmental Impact Report (EIR) for the 3800 Via Oro Project. The proposed project site is located within the borders of LA Unified in Long Beach City Council District 8. Our students and staff attend the following schools close to the project site.

- Rancho Dominguez Preparatory School, 4110 Santa Fe Avenue, Long Beach, Calif., – 900 feet northwest of the project site with **710** Grades 6-12 students
- Dominguez Elementary School, 21250 Santa Fe Avenue, Carson, Calif., – 1,926 feet northwest of the project site with **433** K-5 students

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 consistent with the existing West Long Beach Business Parks Planning Development (PD-26) zoning for the project site. The proposed industrial building could include a mix of manufacturing, warehousing, and office uses that are permitted under PD-26. 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 proposed development would also include site improvements related to parking, site circulation, and access; lighting and signage; fencing; landscaping; and utilities and infrastructure.

The District requests that the EIR evaluate potentially significant effects of the project on District schools, including but not limited to Air Quality, Hazards and Hazardous Materials, Noise, and Transportation with a focus on pedestrian safety. Since the project will facilitate developments that may have potentially significant impacts on sensitive receptors, the District asks that the City adopt mitigation measures and conditions of approval that reduces potentially adverse environmental effects on students and minimize disruption to the school campuses.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that should be addressed by the EIR and related project actions to ensure the welfare of the students attending schools, their teachers and staff, as well as to inform parents/guardians of these students.

Thank you for your attention to this matter. If you need additional information, please contact me at cp-bryan.fernandez@lausd.net.

Sincerely,

Bryan Ramos Fernandez, AICP
CEQA Project Manager
Los Angeles Unified School District (LAUSD)
Office of Environmental Health and Safety (OEHS)
333 S Beaudry Ave., 21st Floor, Los Angeles, CA 90017

Attachments
LAUSD Comment Letter – October 31, 2024
LAUSD Comment Letter – May 7, 2025

Los Angeles Unified School District

Office of Environmental Health and Safety

ALBERTO M. CARVALHO
Superintendent

CARLOS A. TORRES
Director, Environmental Health and Safety

JENNIFER FLORES
Deputy Director, Environmental Health and Safety

October 31, 2024

Bradley Bounds II, Planner III
Community Development | Planning Bureau
411 W Ocean Blvd., Floor 3
Long Beach, CA 90802

PROJECT LOCATION: 3800 Via Oro Avenue, Long Beach, Calif.
PROJECT: Pre-application 3800 Via Oro Avenue

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LA Unified or District) regarding the subject project located at 3800 Via Oro Avenue in Long Beach. The Project is located within the borders of LA Unified in Long Beach City Council District 8.

LA Unified is deeply concerned about the potential negative impacts of the 326,862 square-foot high-cube warehouse facility, an industrial land use, on a 13.7-acre site. The District recently provided comments on the Draft EIR for 4000 Via Oro Avenue, a 543,329-square-foot high-cube warehouse fulfillment center, and 3901 Via Oro Avenue, a 74,203 square-foot warehouse building. Our students and staff attend the following schools close to the project site.

- Rancho Dominguez Preparatory School, 4110 Santa Fe Avenue, Long Beach, Calif., – 900 feet northwest of the Project site with **710** Grades 6-12 students
- Dominguez Elementary School, 21250 Santa Fe Avenue, Carson, Calif., – 1,926 feet northwest of the Project site with **433** K-5 students

These school sites are fully-developed campuses with students using outdoor areas such as playgrounds, assembly areas, and lunch areas. Rancho Dominguez Preparatory School's comprehensive athletic programs are played in its several acres of athletic fields and courts that support 313 student athletes.

The proposed project (Project) is designed to accommodate a 326,862 square-foot high-cube warehouse facility on a 13.7-acre site in the West Long Beach Business Parks Planned Development Plan (PD- 26). The building design will feature 36-ft minimum interior clear heights and an approxuimately124,320 sf truck court (2.85 acres). The proposed layout places the 42 dock-high truck trailer loading positions and two grade level loading doors facing the interior property line. Grading activities include 24,600 cubic yards (cy) of cut and 18,500 cy of fill for a net export of 6,100 cy.

Warehouse and distribution centers are widely viewed by policy makers and planners in California as undesirable due to the adverse impacts generated by trucks. The South Coast Air Quality Management District (AQMD) considers warehouses an indirect source of mobile emissions. Warehouses are associated with important localized health effects from air pollution. In particular, diesel fueled vehicles and equipment like on-road trucks, off-road yard trucks, and TRUs emit diesel PM, a pollutant designated as a carcinogen by the state of California. Diesel PM contains many pollutants (e.g., benzene, acetaldehyde, etc.) which are also recognized federally as hazardous air pollutants. An analysis of communities in South Coast AQMD shows that those living within 0.5 miles of a large warehouse rank in the 85th percentile

according to CalEnviroScreen, whereas the average community in the South Coast AQMD has much less burden ranking in the 67th percentile. NOx emissions from the warehousing sector in 2019 (~45 tons/day) were almost the same as all stationary sources (~48 tons/day).[1]

There are already more than one million square feet of warehouses and distribution centers around Dominguez Elementary School and Rancho Dominguez Preparatory School[2] and more warehouse space is being approved around our schools.[3] According to the California Office of Attorney General and pursuant to the guidance of the California Air Resources Board, property lines of warehouse facilities should be at least 1,000 feet from the property lines of the nearest sensitive receptors.[4] Any environmental documentation should evaluate the Project for the range of high-cube warehouse operations (e.g., fulfillment center – sort and non-sort, parcel hub, transload and short term storage, cold storage, etc.) its design accommodates. The City should ensure that the EIR measures the Project's impacts and provide recommendations that incorporates *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*.

The City of Long Beach should evaluate the Project in light of other industrial projects being proposed around LA Unified schools and ensure that its actions are consistent with and do not frustrate the application of specific policies and strategies that protect environmental justice communities, including schools, from polluting uses as outlined in the City of Long Beach Land Use Element of the City's General Plan:[5]

- LU 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.
- LU Policy 14-7: Directly address Environmental Justice through programs and investments that reduce compound health risks within disadvantaged 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.
- STRATEGY No. 16: Prevent and reduce disproportionate environmental burdens affecting low-income and minority populations
- LU 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.
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[4] Office of Attorney General, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act

[5] City of Long Beach Land Use Element of the City's General Plan Land Use Element 2019

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The District requests that our students be recognized as sensitive receptors and that the Project specifically address potential impacts through the preparation of an Environmental Impact Report (EIR) developed pursuant to the requirements of the CEQA Guidelines. Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on the surrounding community may occur. Since the project may have an environmental impact on LA Unified schools, recommended conditions designed to help reduce or eliminate potential impacts are included in this response.

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Due to the concentration of warehouses and other sources of pollution in the community, the District requests that the EIR in its cumulative impacts analysis disclose the project's cumulative air quality impacts with other direct and indirect sources of emissions and whether that would contribute to the communities' cumulative pollution burden. As a California appellate court has stated, "[o]ne of the most important environmental lessons evident from past experience is that environmental damage often occurs incrementally from a variety of small sources."[6] It would also ensure compliance with CEQA's requirement that cumulative impact analysis consider the project's incremental impact in combination with past, present, and reasonably foreseeable future projects.

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- Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed.
- Place stockpiled soil on polyethylene sheeting and cover with similar material.
- Place stockpiled soil in areas shielded from prevailing winds.

[6] Office of Attorney General, Riverside County Good Neighbor Policy Comment Letter (ca.gov)

- Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads (recommend water sweepers).
- Install wheel washers (or steel shaker plates) where vehicles enter and exit unpaved roads onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- Excavation and transportation of soil known to contain hazardous substances should be limited to periods when school is not in session.

Community Emissions Reduction Plan (CERP)

CEQA Guidelines require that the EIR must analyze the Project for its consistency with all air quality plans. The SCAQMD adopted the Wilmington, Carson, West Long Beach Community Emissions Reduction Plan (CERP) in 2019.[7] The Project site and District schools are subject to the CERP and are in SB 535 Disadvantaged Communities with among the highest pollution burden in California. Approval of the new warehouse and distribution center would frustrate the CERP, its emissions-reduction strategies, and AB 617's stated goals to relieve disadvantaged communities of their disproportionate pollution burden. The CERP identifies reducing exposure to air pollution at schools, childcare centers, and homes as one of the plan's six priorities. The EIR must evaluate the Project's conformity and consistency with the CERP and identify measures that would lead to reduced exposure of school children to air pollution and neighborhood truck traffic.

Hazards and Hazardous Materials

The Project has the potential to transport hazards and hazardous materials during construction and operation. we ask that the City incorporate into the project's conditions or mitigation measures the following language.

- During construction, ingress/egress routes to the construction site should be designed to ensure that trucks and construction vehicles carrying hazards and hazardous materials are routed away from District school sites. Additional recommendations are provided in this letter under the Transportation/Traffic section.

Noise

Noise created by construction activities may affect the schools in proximity to the development. These construction activities include grading, earth moving, hauling, and use of heavy equipment.

LA Unified established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of Leq. These standards were established based on regulations set forth by the California Department of Transportation. LA Unified's exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-project ambient level. To ensure that effective measures are employed to reduce construction related noise impacts on the campus, we ask that that the City incorporate into the project's conditions or mitigation measures the following language:

- Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when noise impacts to the schools exceed the District's noise standards.

[7] South Coast AQMD, https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/final-cerp-wcwlb.pdf?sfvrsn=8

- All pile driving equipment shall be equipped with noise control devices and/or shall implement noise buffers with minimum quieting factor of 10dBA, to the extent feasible. If possible, drilled piles are preferred to driven piles.
- Demolition activities shall be scheduled for when school is not in session.

Noise Measurements
The City must identify mitigation measures or conditions of approval to protect students from excessive noise. Noise measurements should be measured from the Project site's property lines to the property lines of our schools and noise measurements should be performed for all weekdays, Mondays to Fridays, during when District schools are in session. The District's thresholds described in this letter should be used to evaluate the Project's impact on our school. Traffic noise need to be evaluated for all roadways being used by the project and should correlate with volume of vehicular trips, including medium-duty and heavy-duty trucks.

Traffic/Transportation
LA Unified's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LA Unified Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective conditions are employed to reduce construction and operation related transportation impacts on District sites, including the net increase of 1,000 or more daily vehicle trips, we ask that the City incorporate into the project's conditions or mitigation measures the following language:

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Parents dropping off their children must have access to the passenger loading areas.
- No parking of idling of trucks on any roadways adjacent to school sites.

Assessment of Traffic Impacts
There are no designated truck routes on or around the Project site to access the closest regional freeway. However, the Project would ultimately have to potentially direct up to several hundred more daily truck trips on Neighborhood Connector and Local Street as designated by the Long Beach Mobility Element 2035 (Table 5 and Map 12),[8] including those adjacent to our schools that are not designated truck routes. The EIR and associated traffic studies must disclose the specific routes and roadways that trucks would use and identify measures that would avoid our school sites due to potential impacts of more intense truck travel volumes on school traffic and pedestrian safety. A truck routing plan should be prepared and should describe the proposed routing including measures to prevent trucks passing sensitive receptors, and prevent queuing, stopping, and parking on public streets.

[8] City of Long Beach Mobility Element of the General Plan longbeach.gov/globalassets/lbcd/media-library/documents/orphans/mobility-element/320615_lbds_mobility_element_web

Any traffic study for the project should adequately document and provide accurate and precise measurements of existing and future truck traffic levels that are localized to the area affected by the Project and include a growth factor to existing counts as adjustments for future traffic growth. In order to sufficiently capture the Project's traffic impacts on the two neighboring schools, existing measurements of traffic levels should be done for all weekdays (Mondays to Fridays) during when District schools are in session. The study must expand the study area to include all roadways that the Project would use for regional access, including those outside city borders. The potential impact of the Project should also study closing off Via Alcalde Avenue for expanded warehouse and distribution functions, which would result in redistributing existing truck traffic closer to roadways adjacent to District schools and compounding the adverse impacts of increased truck traffic generated by the Project.

The traffic study should use trip generation rates to determine vehicular traffic impacts of high-cube warehouses including, but not limited to, the High-Cube Warehouse Vehicle Trip Generation Analysis prepared by Institute of Transportation Engineers for the South Coast AQMD, the average daily truck trips to determine compliance with South Coast AQMD's Rule 2305[9] or Trip Generation Manual, 11th Edition that identifies trip generation rates for high-cube warehouses that range from 1.40 trips per 1,000 square feet up to 6.44 trips per 1,000 square feet for high-cube fulfillment center warehouses.

The proposed site plan should be revised to place the truck courts and truck access along Hughes Way or other portions of the site that is furthest from District schools and other sensitive receptors of air pollution and noise and to avoid potential adverse pedestrian safety and traffic impacts. All significant impacts must be mitigated and should identify roadway improvements to mitigate these impacts to less than significant.

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. Industrial uses and uses that generate truck traffic should be considered as incompatible when next to schools create roadway conditions that are hazardous to pedestrians, cyclists, and drivers. To ensure that effective conditions are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the City incorporate into the project's conditions or mitigation measures the following language:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by ***any*** school, except when school is ***not*** in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

[9] High-Cube Warehouse Trip Generation (ite.org)

Environmental Justice

The EIR should acknowledge the existing environmental justice impacts that apply to the Project. Doing so is in alignment with the Long Beach Land Use Element which states, "Evidence demonstrates that environmental hazards and air pollution disproportionately affect low-income communities of color in Long Beach…These communities were historically excluded from neighborhoods with less environmental pollution and greater public investment, and still today in Long Beach, low-income communities of color are concentrated in the portions of the city with the worst air quality and environmental health metrics. Residential neighborhoods proximate to ports, truck routes, freeways, major arterials and airport flight paths bear noise and air pollution impacts. All these issues increase the potential risks of obesity, cardiovascular disease, diabetes and asthma."[10]

The Project would create significant new air pollution in an SB 535 disadvantaged community (Census Tract No. 5440.02) burdened by an exceptional level of pollution burden as validated by the California Communities Environmental Health Screening Tool (CalEnviroScreen) of the Office of Environmental Health Hazard Assessment (OEHHA):

CalEnviroScreen 4.0 Final Results[11]

CATEGORY	Percentile
CalEnviroScreen	94
Pollution Burden Percentile	96
PM2.5	86
Diesel PM	89
Toxic Releases	100
Traffic	82
Hazardous Waste	86
Impaired Water Bodies	90
Solid Waste	81

These pollution burdens are linked to land use. Although the land use zoning promotes business park offices under PD-26 regulations, the District observes the ongoing transformation of its adjacent Long Beach neighborhoods zoned primarily for office buildings into a truck-dependent logistics hub that serve port activities, which could permanently degrade the existing air quality that thousands of our students are exposed to. The State's environmental justice directives are meant to address harmful environmental hazards as outlined in its CalEnviroScreen. The EIR should acknowledge the environmental justice policies that apply to the Project site and evaluate the Project's impact that takes into account the existing documented environmental pollution burden recognized by OEHHA and South Coast AQMD.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending schools, their teachers and staff, as well as to inform parents and guardians of these students.

Thank you for your attention to this matter. If you need additional information, please contact me at (213) 241-4210 or at cp-bryan.fernandez@lausd.net.

[10] City of Long Beach Land Use Element of the City's General Plan Land Use Element 2019
[11] CalEnviroScreen 4.0 Data Dashboard (arcgis.com)

Sincerely,

Bryan Ramos Fernandez

Bryan Ramos Fernandez, AICP
CEQA Project Manager
Los Angeles Unified School District (LAUSD)
Office of Environmental Health and Safety (OEHS)
333 S Beaudry Ave., 21st Floor, Los Angeles, CA 90017

Los Angeles Unified School District

Office of Environmental Health and Safety

ALBERTO M. CARVALHO
Superintendent

CARLOS A. TORRES
Director, Environmental Health and Safety

JENNIFER FLORES
Deputy Director, Environmental Health and Safety

May 7, 2025

Bradley Bounds II, Planner III
Community Development | Planning Bureau
411 W Ocean Blvd., Floor 3
Long Beach, CA 90802

PROJECT LOCATION: 3800 Via Oro Avenue, Long Beach, Calif.
PROJECT: Case No.: 2504-08 (SPR25-010, TPM 25-003)

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LA Unified or District) regarding the subject project located at 3800 Via Oro Avenue in Long Beach. The Project is located within the borders of LA Unified in Long Beach City Council District 8.

LA Unified is deeply concerned about the potential negative impacts of the 326,862 square-foot high-cube warehouse facility, an industrial land use, on a 13.7-acre site. The District recently provided comments on the Draft EIR for 4000 Via Oro Avenue, a 543,329-square-foot high-cube warehouse fulfillment center, and 3901 Via Oro Avenue, a 74,203 square-foot warehouse building. Our students and staff attend the following schools close to the project site.

- Rancho Dominguez Preparatory School, 4110 Santa Fe Avenue, Long Beach, Calif., – 900 feet northwest of the Project site with **710** Grades 6-12 students
- Dominguez Elementary School, 21250 Santa Fe Avenue, Carson, Calif., – 1,926 feet northwest of the Project site with **433** K-5 students

These school sites are fully-developed campuses with students using outdoor areas such as playgrounds, assembly areas, and lunch areas. Rancho Dominguez Preparatory School's comprehensive athletic programs are played in its several acres of athletic fields and courts that support 313 student athletes.

The proposed project (Project) is designed to accommodate a 326,862 square-foot high-cube warehouse facility on a 13.7-acre site in the West Long Beach Business Parks Planned Development Plan (PD- 26). The building design will feature 36-ft minimum interior clear heights and an approximately 124,320 sf truck court (2.85 acres). The proposed layout places the 42 dock-high truck trailer loading positions and two grade level loading doors facing the interior property line. Grading activities include 24,600 cubic yards (cy) of cut and 18,500 cy of fill for a net export of 6,100 cy.

Warehouse and distribution centers are widely viewed by policy makers and planners in California as undesirable due to the adverse impacts generated by trucks. The South Coast Air Quality Management District (AQMD) considers warehouses an indirect source of mobile emissions. Warehouses are associated with important localized health effects from air pollution. In particular, diesel fueled vehicles and equipment like on-road trucks, off-road yard trucks, and TRUs emit diesel PM, a pollutant designated as a carcinogen by the state of California. Diesel PM contains many pollutants (e.g., benzene, acetaldehyde, etc.) which are also recognized federally as hazardous air pollutants. An analysis of communities in South Coast AQMD shows that those living within 0.5 miles of a large warehouse rank in the 85th percentile

according to CalEnviroScreen, whereas the average community in the South Coast AQMD has much less burden ranking in the 67th percentile. NOx emissions from the warehousing sector in 2019 (~45 tons/day) were almost the same as all stationary sources (~48 tons/day).[1]

There are already more than one million square feet of warehouses and distribution centers around Dominguez Elementary School and Rancho Dominguez Preparatory School[2] and more warehouse space is being approved around our schools.[3] According to the California Office of Attorney General and pursuant to the guidance of the California Air Resources Board, property lines of warehouse facilities should be at least 1,000 feet from the property lines of the nearest sensitive receptors.[4] Any environmental documentation should evaluate the Project for the range of high-cube warehouse operations (e.g., fulfillment center – sort and non-sort, parcel hub, transload and short term storage, cold storage, etc.) its design accommodates. The City should ensure that the EIR measures the Project's impacts and provide recommendations that incorporates *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*.

AB 98

California Assembly Bill 98 (AB 98) was signed into law and creates statewide siting, design and operational regulations for "logistics use" buildings—i.e., warehouses where heavy-duty trucks are the primary means of moving goods. The law requires that the project demonstrate compliance with the applicable provisions of California Government Code Section 65098 (Warehouse Design and Build Standards)[5], including but not limited to:

- Include all Tier 1 21st century warehouse design elements described in subdivision (g) of Section 65098.
- Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors.
- Locate truck loading bays a minimum of 300 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening.
- Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.
- Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.
- The entry gates into the loading truck court for a new or expanded logistics use facility shall be positioned after a minimum of 50 feet of total available stacking depth inside the property line. The stacking depth shall be increased by 70 feet for every 20 loading bays beyond 50 loading bays, to the extent feasible.
- Include buffering and screening to mitigate for light and noise described in Section 65098.2.

In order to be consistent with the intent of this law, loading bays, truck yards, and truck driveways should be placed on the southern portion of the project site, which is located furthest away from District schools.

Long Beach Lang Use Element

The City of Long Beach should evaluate the Project in light of other industrial projects being proposed around LA Unified schools and ensure that its actions are consistent with and do not frustrate the application

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[5] https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=2.8.&article=

of specific policies and strategies that protect environmental justice communities, including schools, from polluting uses as outlined in the City of Long Beach Land Use Element of the City's General Plan: [6]

- LU 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.
- LU Policy 14-7: Directly address Environmental Justice through programs and investments that reduce compound health risks within disadvantaged 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.
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The EIR should provide analysis of the Project's potential impact to schools within a quarter-mile pursuant to CEQA Guidelines Section 15186 (b).

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- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Parents dropping off their children must have access to the passenger loading areas.
- No parking of idling of trucks on any roadways adjacent to school sites.
- Prohibit the project's truck traffic from accessing roadways adjacent to District schools.

Assessment of Traffic Impacts

There are no designated truck routes on or around the Project site to access the closest regional freeway. However, the Project would ultimately have to potentially direct up to several hundred more daily truck trips on Neighborhood Connector and Local Street as designated by the Long Beach Mobility Element 2035 (Table 5 and Map 12),[9] including those adjacent to our schools that are not designated truck routes. The EIR and associated traffic studies must disclose the specific routes and roadways that trucks would use and identify measures that would avoid our school sites due to potential impacts of more intense truck travel volumes on school traffic and pedestrian safety. A truck routing plan should be prepared and should describe the proposed routing including measures to prevent trucks passing sensitive receptors, and prevent queuing, stopping, and parking on public streets.

Any traffic study for the project should adequately document and provide accurate and precise measurements of existing and future truck traffic levels that are localized to the area affected by the Project and include a growth factor to existing counts as adjustments for future traffic growth. In order to sufficiently capture the Project's traffic impacts on the two neighboring schools, existing measurements of traffic levels should be done for all weekdays (Mondays to Fridays) during when District schools are in session. The study must expand the study area to include all roadways that the Project would use for regional access, including those outside city borders. The potential impact of the Project should also study closing off Via Alcalde Avenue for expanded warehouse and distribution functions, which would result in redistributing existing truck traffic closer to roadways adjacent to District schools and compounding the adverse impacts of increased truck traffic generated by the Project.

The traffic study should use trip generation rates to determine vehicular traffic impacts of high-cube warehouses including, but not limited to, the High-Cube Warehouse Vehicle Trip Generation Analysis prepared by Institute of Transportation Engineers for the South Coast AQMD, the average daily truck trips to determine compliance with South Coast AQMD's Rule 2305[10] or Trip Generation Manual, 11th Edition that identifies trip generation rates for high-cube warehouses that range from 1.40 trips per 1,000 square feet up to 6.44 trips per 1,000 square feet for high-cube fulfillment center warehouses.

[9] City of Long Beach Mobility Element of the General Plan longbeach.gov/globalassets/lbcd/media-library/documents/orphans/mobility-element/320615_lbds_mobility_element_web
[10] High-Cube Warehouse Trip Generation (ite.org)

The proposed site plan should be revised to place the truck courts and truck access along Hughes Way or other portions of the site that is furthest from District schools and other sensitive receptors of air pollution and noise and to avoid potential adverse pedestrian safety and traffic impacts. All significant impacts must be mitigated and should identify roadway improvements to mitigate these impacts to less than significant.

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. Industrial uses and uses that generate truck traffic should be considered as incompatible when next to schools create roadway conditions that are hazardous to pedestrians, cyclists, and drivers. To ensure that effective conditions are employed to reduce construction and operation related pedestrian safety impacts on District sites, the District asks that the City incorporate into the project's conditions or mitigation measures the following language:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by ***any*** school, except when school is ***not*** in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

Environmental Justice

The EIR should acknowledge the existing environmental justice impacts that apply to the Project. Doing so is in alignment with the Long Beach Land Use Element which states, "Evidence demonstrates that environmental hazards and air pollution disproportionately affect low-income communities of color in Long Beach, as shown on Map LU-6 (Impacted Communities). The source of the data on this map is CalEnviroScreen, which identifies California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. These communities were historically excluded from neighborhoods with less environmental pollution and greater public investment, and still today in Long Beach, low-income communities of color are concentrated in the portions of the city with the worst air quality and environmental health metrics. Residential neighborhoods proximate to ports, truck routes, freeways, major arterials and airport flight paths bear noise and air pollution impacts. All these issues increase the potential risks of obesity, cardiovascular disease, diabetes and asthma."[11]

The Project would create significant new air pollution in an SB 535 disadvantaged community (Census Tract No. 5440.02) burdened by an exceptional level of pollution burden as validated by the California Communities Environmental Health Screening Tool (CalEnviroScreen) of the Office of Environmental Health Hazard Assessment (OEHHA):

[11] City of Long Beach Land Use Element of the City's General Plan Land Use Element 2019

CalEnviroScreen 4.0 Final Results[12]

CATEGORY	Percentile
CalEnviroScreen	94
Pollution Burden Percentile	96
PM2.5	86
Diesel PM	89
Toxic Releases	100
Traffic	82
Hazardous Waste	86
Impaired Water Bodies	90
Solid Waste	81

These pollution burdens are linked to land use. Although the land use zoning promotes business park offices under PD-26 regulations, the District observes the ongoing transformation of its adjacent Long Beach neighborhoods zoned primarily for office buildings into a truck-dependent logistics hub that serve port activities, which could permanently degrade the existing air quality that thousands of our students are exposed to. The State's environmental justice directives are meant to address harmful environmental hazards as outlined in its CalEnviroScreen. The EIR should acknowledge the environmental justice policies that apply to the Project site and evaluate the Project's impact that takes into account the existing documented environmental pollution burden recognized by OEHHA and South Coast AQMD.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending schools, their teachers and staff, as well as to inform parents and guardians of these students.

Thank you for your attention to this matter. If you need additional information, please contact me at (213) 241-4210 or at cp-bryan.fernandez@lausd.net.

Sincerely,

Bryan Ramos Fernandez, AICP
CEQA Project Manager
Los Angeles Unified School District (LAUSD)
Office of Environmental Health and Safety (OEHS)
333 S Beaudry Ave., 21st Floor, Los Angeles, CA 90017

[12] CalEnviroScreen 4.0 Data Dashboard (arcgis.com)

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL: April 21, 2026
lbds-eir-comments@longbeach.gov
Community Development Department, Planning Bureau
Bradley Bounds, II, Planner
411 W. Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the 3800 Via Oro Project (Proposed Project) (SCH No.:2026030940)

South Coast Air Quality Management District (South Coast AQMD) staff appreciate the opportunity to comment on the above-mentioned document. The following comments provide observations and may include recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft EIR. Please transmit copy of the Draft EIR upon its completion and public release directly to South Coast AQMD. **In the transmittal, please also provide electronic versions of all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses in their original format (e.g., not in .pdf), including but not limited to emission calculation spreadsheets, air quality modeling files, and health risk assessment input and output files.**

Responsible Agency and South Coast AQMD Permits

If implementation of the Proposed Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., air permits from South Coast AQMD will be required. The final CEQA document should include a discussion about the potentially applicable rules that the Proposed Project needs to comply with. Those rules may include, for example, Rule 201 – Permit to Construct,[1] Rule 203 – Permit to Operate,[2] Rule 401 – Visible Emissions,[3] Rule 402 – Nuisance,[4] Rule 403 – Fugitive Dust,[5] Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,[6] Rule 1113 – Architectural Coating,[7] Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil,[8] Regulation XIII – New Source Review,[9] Rule 1401 – New Source Review of Toxic Air Contaminants,[10] Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants,[11] Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and

[1] South Coast AQMD. Rule 201 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf
[2] South Coast AQMD. Rule 203 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf
[3] South Coast AQMD. Rule 401 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf
[4] South Coast AQMD. Rule 402 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf
[5] South Coast AQMD. Rule 403 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403
[6] South Coast AQMD. Rule 1110.2 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf
[7] South Coast AQMD. Rule 1113 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf
[8] South Coast AQMD. Rule 1166 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf
[9] South Coast AQMD. Regulation XIII available at: https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii
[10] South Coast AQMD. Rule 1401 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf
[11] South Coast AQMD. Rule 1466 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf

Other Compression Ignition Engines,[12] and etc. It is important to note that when air permits from South Coast AQMD are required, the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD.

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the implementation of the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits. South Coast AQMD is concerned that the project description and analysis in its current form in the MND is inadequate to be relied upon for this purpose.

For these reasons, the final CEQA document should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at https://www.aqmd.gov/home/permits.

CEQA Air Quality Analysis

According to the Notice of Preparation of a Draft EIR, the Proposed Project consists of demolishing all existing structures on 13.59 acres and constructing a concrete tilt-up industrial building (332,090 square feet at 36 feet tall with a floor area ratio of 0.56), with a dedicated areas for manufacturing (152,433 square feet), warehousing (155,657 square feet), and ancillary office space (24,000 square feet), parking, site circulation, lighting, fencing, landscaping, and utilities.

The Lead Agency is recommended to rely on the guidance provided in the South Coast AQMD's CEQA Air Quality Handbook and website[13] when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the California Air Pollution Control Officers Association's California Emissions Estimator Model (CalEEMod)[14] software, to quantify emissions of air pollutants from typical land use development projects.
The Lead Agency should identify all air pollutant sources related to the Proposed Project and analyze/quantify any and all potential air quality and greenhouse gas impacts that could occur

[12] South Coast AQMD. Rule 1470 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf
[13] South Coast AQMD's CEQA Air Quality Handbook and other resources for preparing air quality analyses can be found at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[14] CalEEMod is available free of charge at: www.caleemod.com.

during all phases (including overlapping phases) of construction (including demolition) and operation activities associated with the future development that may result from the Proposed Project. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). For the Proposed Project, construction-related emissions should also include infrastructure-related activities such as roadway improvements, wastewater and water system improvements, flood control and drainage improvements, utility expansion, and other infrastructure needed to support future growth. Operation-related air quality and greenhouse gas impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality and greenhouse gas impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, if the Lead Agency elects to rely on South Coast AQMD's Air Quality Significance Thresholds,[15] the emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's air quality significance thresholds for *operation* to determine the level of significance.

The Proposed Project appears to include a warehouse and the operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit diesel particulate matter (DPM), a toxic air contaminant. The South Coast AQMD Multiple Air Toxics Exposure Study (MATES V), completed in August 2021, concluded that the largest contributor to cancer risk from air pollution is DPM emissions.[16] For this reason, South Coast AQMD staff is concerned about the potentially adverse public health impacts of siting new warehouses or expanding existing warehouses within close proximity of sensitive land uses, especially in communities located in or adjacent to multiple other existing warehouses and their associated truck activities. According to the MATES V carcinogenic risk interactive map, the area surrounding the Proposed Project has an estimated cancer risk of over 635 in one million.[17] When the health impacts from the Proposed Project are added to those existing impacts from these other sources of DPM, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increased health risks. To minimize the impacts of DPM from the Proposed Project and avoid exacerbating existing conditions, the Lead Agency is encouraged to evaluate either quantitatively or qualitatively the potential health risk impacts to nearby sensitive receptors and if significant impacts are identified, to include mitigation measures in the Draft EIR (which are discussed later in this letter) that would reduce or eliminate the DPM health risks to the surrounding community.

In addition, some warehouses could potentially be receiving and storing materials sterilized with ethylene oxide (EtO), a known carcinogen identified by CARB as a Toxic Air Contaminant and by the U.S. EPA as a Hazardous Air Pollutant. EtO is a flammable, colorless gas used in many industries to make products including antifreeze, textiles, solvents, detergents, and adhesives. EtO

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[15] South Coast AQMD Air Quality Significance Thresholds can be found at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf.

[16] South Coast AQMD. August 2021. *Multiple Air Toxics Exposure Study in the South Coast Air Basin V*. Available at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v.

[17] South Coast AQMD. MATES V Data Visualization Tool. Accessed at: MATES Data Visualization (arcgis.com).

is also used to sterilize medical devices, the primary use within South Coast AQMD. Due to concerns of EtO off-gassing from sterilized materials and the associated warehouses that receive and store materials sterilized with EtO, there is a potential that some warehouses could emit EtO and pose a cancer risk to workers and nearby sensitive receptors. For these reasons, the Lead Agency is recommended to notify the project proponent, including the potential future tenants, if known, that if sterilization activities or related operations involving the storage or transport of materials sterilized with EtO are intended to occur at the Proposed Project site, such activities would be subject to the requirements of South Coast AQMD Rule 1405 – Control of Ethylene Oxide Emissions from Sterilization and Related Operations.[18] Rule 1405 contains a variety of requirements applicable to both facilities and certain large warehouses that receive EtO-sterilized products. For the latter, warehouse operators are required to provide records and emissions data through fenceline monitoring or emissions studies to help assess EtO emissions from warehouses. Rule 1405 is intended to minimize EtO emissions from these sources to protect public health, particularly in nearby communities that may be vulnerable to toxic air contaminants.

Thus, if the Proposed Project includes a warehouse that will store materials that have been sterilized with EtO, the Lead Agency is recommended to conduct a health risk assessment that evaluates potential health risks from EtO emissions associated with the Proposed Project and include this information in the Draft EIR to facilitate full disclosure of potential health risk impacts.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook,[19] South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2022 Air Quality Management Plan,[20] and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.[21]

Mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft EIR may include the following:

- Encourage zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), when feasible. The Lead Agency requires a phase-in schedule to incentivize the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. At a minimum,

[18] South Coast AQMD, Rule 1405 – Control of Ethylene Oxide Emissions from Sterilization and Related Operations. Available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1405.pdf.

[19] South Coast AQMD's CEQA Air Quality Handbook, Available at:https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook

[20] South Coast AQMD's 2022 Air Quality Management Plan can be found at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan (Chapter 4 - Control Strategy and Implementation).

[21] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

require the use of 2010 model year[22] that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Include environmental analyses to evaluate and identify sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. Include the requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and make the records available for inspection. The Lead Agency requires regular inspections to be conducted to the maximum extent feasible to ensure compliance. South Coast AQMD staff are available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
- Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

Mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft EIR may include the following:

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

To further reduce air quality and health risk impacts, the Lead Agency is recommended to incorporate the following design considerations in the Draft EIR:

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.

[22] CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.

- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of nitrogen oxides (NOx) and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt in to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the development of an approximately 155,657 square feet warehouse, the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse is occupied. Therefore, South Coast AQMD staff recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet their compliance obligation.[23] South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage.[24]

Information on the CERP for the Designated AB 617 WCWLB Community

The Proposed Project area includes the AB 617-designated WCWLB community and is heavily impacted by air pollution generated from sources such as ports, refineries, oil and gas industry, heavy-duty diesel trucks, warehouses, and railroad activities. As part of the AB 617 process, South Coast AQMD is required to work with a Community Steering Committee (CSC) to develop a Community Emission Reduction Plan (CERP) that identifies air quality priorities and related actions to reduce air pollution in the community. The South Coast AQMD Governing Board

[23] South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf.

[24] South Coast AQMD WAIRE Program. Accessed at: http://www.aqmd.gov/waire.

adopted the WCWLB CERP on September 6, 2019.[25] South Coast AQMD staff recommends that the Lead Agency review the actions to reduce air pollution in the community included in Chapter 5 of the WCWLB CERP, which can be found here: https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/final-cerp-wcwlb.pdf. South Coast AQMD staff also recommends the Lead Agency continue working with South Coast AQMD to explore whether additional measures to mitigate or further reduce emissions can be implemented at the Proposed Project to support actions in the WCWLB CERP.

South Coast AQMD staff are available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact Sahar Ghadimi, Air Quality Specialist, at sghadimi@aqmd.gov.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW:SG
LAC260324-01
Control Number

[25] South Coast AQMD. September 2019. Assembly Bill 617 Wilmington, West Long Beach, Carson Community Emissions Reduction Plan. Accessed at: https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/final-cerp-wcwlb.pdf.