



Draft Initial Study/Mitigated Negative Declaration

Sewer Lift Station S-7 Reconstruction Project

Long Beach, California

July 2026

Prepared for:

City of Long Beach/
Long Beach Utilities
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Acronyms and Abbreviations

2022 Scoping Plan	2022 Scoping for Achieving Carbon Neutrality
AB	Assembly Bill
ACM	asbestos-containing materials
ACP	asbestos cement pipe
amsl	above mean sea level
AQCR	Air Quality Control Region
AQMP	Air Quality Management Plan
AWWA	American Water Works Association
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Long Beach
CO	carbon monoxide
Construction General Permit	General Permit for Discharges of Stormwater Associated with Construction Activity
CRHR	California Register of Historical Resources
cy	cubic yard
dba	decibel
DIP	ductile iron pipe
DPM	diesel particulate matter
EDR	Environmental Data Resources, Inc.
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
Footprint	Project Footprint
FTA	Federal Transit Administration
GHG	greenhouse gas
gpm	gallons per minute
GTIOCTC	Gabrielino Tongva Indians of California Tribal Council
HDPE	high-density polyethylene
IEPR	Integrated Energy Policy Report
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
JBMIAN	Juaneño Band of Mission Indians – Acjachemen Nation 84A
Kizh	Gabrieleño Band of Mission Indians – Kizh Nation
LACSD	Sanitation Districts of Los Angeles County
LBFD	Long Beach Fire Department
LBP	lead-based paint
LBMC	Long Beach Municipal Code

LBUD	Long Beach Utilities Department
LCDP	Local Coastal Development Permit
MH	maintenance hole
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO ₂	nitrogen dioxide
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OSHA	Occupational Health and Safety Administration
Pb	lead
PCBs	polychlorinated biphenyls
PM _{2.5}	particulate matter 2.5 micrometers or less in diameter
PM ₁₀	particulate matter 10 micrometers or less in diameter
PPV	Peak Particle Velocity
Project	Sewer Lift Station S-7 Reconstruction Project
Project Study Area	Study Area
PVC	polyvinyl chloride
QSD	Qualified Stormwater Developer
QSP	Qualified Stormwater Practitioner
REC	recognized environmental condition
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
S-7	Sewer Lift Station S-7
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SEASP	Southeast Area Specific Plan
SO ₂	sulfur dioxide
SR	State Route
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
TCP	traffic control plan
TCR	tribal cultural resource
UBC	Uniform Building Code
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
VCP	vitrified clay pipe
VMT	vehicle miles traveled
WMA	Water Management Area

Environmental Checklist Form

The City of Long Beach/Long Beach Utilities Department (LBUD) has prepared this environmental checklist for the proposed Sewer Lift Station S-7 Reconstruction Project (Project) located within the City of Long Beach (City), California. This checklist follows Appendix G of the CEQA Guidelines, as amended, to support an assessment of probable environmental impacts.

1. Project Title: Sewer Lift Station S-7 Reconstruction Project
2. Lead Agency name and address: City of Long Beach Community Development Department, 411 West Ocean Boulevard – 3rd Floor, Long Beach, CA 90802
3. Contact person: Sergio Gutierrez, (562) 570-5934, sergio.gutierrez@longbeach.gov/Myung J. Chun, (562) 570-2357, myung.chun@lbwater.org
4. Project location: 349 Lakeview Avenue, Long Beach, California
5. Project sponsor's/Implementing Agency's name and address: Long Beach Utilities Department, 1800 E Wardlow Road, Long Beach, CA 90807
6. General Plan designation: City of Long Beach General Plan (including Local Coastal Program Element). Refer to Section 3.XI for additional information.
7. Zoning: Public Right-of-Way (ROW), Residential, Park, Institutional, and Specific Plan (Southeast Area). Refer to Section 3.XI for details.
8. Description of project: The Project consists of reconstructing LBUD's existing Sewer Lift Station S-7 (or S-7) and constructing a new force main connection. Refer to Section 2, Project Description, for additional details.
9. Surrounding land uses and setting: The Project Footprint is urban in nature and traverses existing residential, public, and institutional uses adjacent to Alamitos Bay.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.): City of Long Beach/LBUD, Regional Water Quality Control Board (RWQCB) Los Angeles Region, Los Angeles County Flood Control District (LACFCD), South Coast Air Quality Management District (SCAQMD), California Coastal Commission (CCC). Refer to Section 2, Project Description, for details.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources (TCR), procedures regarding confidentiality, etc.? Yes, refer to Section 3.XVIII for additional detail.
12. Mitigation Monitoring and Reporting Program Summary: Provided in Appendix K.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

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

Determination

On the basis of this initial evaluation:

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



Signature

7/7/2026

Date:

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1. Introduction

CEQA Overview

The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the environmental consequences of programs and projects over which they have discretionary authority before acting. The City of Long Beach/Long Beach Utilities Department (LBUD) has determined that the Sewer Lift Station S-7 Reconstruction Project (Project) constitutes a “project” as defined by CEQA. The CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387) Section 15367 states that the lead agency is “the public agency which has the principal responsibility for carrying out or approving a project.” Therefore, the City of Long Beach/LBUD is the lead agency and responsible for compliance with CEQA.

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study (IS). Pursuant to those requirements, an IS shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the IS.

Authority

The City of Long Beach/LBUD is the CEQA lead agency responsible for the review and approval of the Project. Based on the findings of the Initial Study (IS), the City of Long Beach/LBUD has made the determination that a Mitigated Negative Declaration (MND) is the appropriate environmental document to be prepared in compliance with CEQA (California Public Resources Code, Section 21000 et seq.). As stated in CEQA Section 21064, an MND may be prepared for a project subject to CEQA when an IS has identified no potentially significant effects on the environment.

For the Project to obtain environmental clearance in the form of an MND, any potential significant adverse effects must be mitigated to a less than significant level. This document alone does not determine whether the Project will be approved. Rather, it is a disclosure document aimed at informing public agencies and concerned parties and fostering informed discussion and decision-making regarding all aspects of the Project.

Scope of Initial Study Checklist

The City of Long Beach/LBUD prepared the Project’s IS checklist per CEQA Guidelines Sections 15063–15065. The CEQA Guidelines include a suggested checklist to indicate whether a project would have an adverse impact on the environment. The checklist is provided in Section 3 of this document. Following the checklist, Sections 3.I through 3.XXI include an explanation and discussion of each

significance determination made in the checklist. For this IS, the following four possible responses to each individual environmental issue area are included in the checklist:

- Potentially Significant Impact
- Less than Significant Impact with Mitigation Incorporated
- Less than Significant Impact
- No Impact

The checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the Project.

2. Project Description

This section provides a description of the Sewer Lift Station S-7 Reconstruction Project (Project) as proposed by the City of Long Beach/LBUD. The Project would reconstruct LBUD's existing Sewer Lift Station S-7 (or S-7) and construct a new force main connection to LBUD's existing gravity sewer main.

The City of Long Beach/LBUD is the lead agency for the purposes of complying with CEQA and would be responsible for final engineering design and construction of the Project. The following provides a description of LBUD's goals and objectives for the Project, the proposed facility components, proposed construction methods, and anticipated regulatory approvals and permits.

Project Location and Footprint

LBUD's existing Sewer Lift Station S-7 is located at 349 Lakeview Avenue in the Belmont Park community of the City of Long Beach, California (Figure 2-1). The Project extends from the existing S-7 site (349 Lakeview Avenue) northeasterly along Lakeview Avenue and Marine Stadium Entrance Road, ultimately terminating at the existing sewer main point of connection along east Paoli Way (Figure 2-2).

For the purposes of assessing Project-related impacts, this document refers to a "Project Footprint" (Footprint) and a "Project Study Area" (Study Area). The Footprint, which spans approximately 5.2 acres, encompasses the limits of construction and includes both permanent and temporary impacts resulting from the Project. The Study Area, which spans approximately 46.3 acres, was defined for resource mapping purposes and includes the Footprint and adjacent, surrounding properties and rights-of-way (ROWs) based on an applied buffer of 500 feet. The Study Area and Footprint are shown on Figure 2-2.

Project Background

The City of Long Beach (City) owns, operates, and maintains the sanitary sewer system that carries wastewater away from homes and businesses. LBUD operates and maintains over 700 miles of sanitary sewer lines, which deliver wastewater to the Sanitation Districts of Los Angeles County (LACSD) for treatment. S-7 is part of the wastewater system owned and operated by LBUD, which helps manage and transport wastewater within the Belmont Park neighborhood.

Sewer Lift Station S-7

Sewer lift stations serve the sanitary sewer system by transporting sanitary sewage from a lower to a higher elevation, allowing it to flow by gravity into a wastewater treatment plant. S-7, originally constructed in 1929 and last rehabilitated in 2000, comprises a one-story unreinforced masonry building with a below-grade dry well (pump room) and wet well made of reinforced concrete. The ground level comprises a hatch for access to the below-grade wet well, bypass piping connection, ventilation fan, and bathroom. A staircase allows access to the lower-level pump room with two dry-pit submersible sewage pumps, piping, and appurtenances.

Two (2) gravity sanitary sewer mains feed the S-7, wet well through two 8-inch vitrified clay pipes (VCP). One (1) main originates from a maintenance hole southwest of the building (MH-040), and the other originates from a maintenance hole to the east (MH-041). Each 8-inch VCP connects to the S-7, wet well separately.

Two (2), 15-horsepower dry-pit submersible sewage pumps discharge raw sewage to a 6-inch ductile iron pipe (DIP) discharge header and a single asbestos cement pipe (ACP) 8-inch common force main with an alignment toward Lakeview Avenue, which terminates in a maintenance hole approximately 830 feet northwest near the north entrance of the Marine Stadium parking lot (Figure 2-2).

Flows from the lift station can vary. In recent years, the highest peak flow time was January 22, 2017, at approximately 811 gallons per minute (gpm). The estimated maximum daily average was recorded in the month of January 2017 at approximately 94 gpm (LBUD 2024).

Goals and Objectives

Previous studies of the S-7 facilities have documented operational inadequacies that require full replacement. These include structural inadequacies and failures in the existing below-grade structural concrete and rebar that render rehabilitation infeasible. The existing above-grade, unreinforced structure has damage and cracks that require replacement to meet current building codes and safety requirements. LBUD's overall goal for the Project is to facilitate the reconstruction of Sewer Lift Station S-7 to provide reliable wastewater collection service to the Project vicinity. The primary objectives of the Project include the following:

- **Objective 1.** Reconstruct Sewer Lift Station S-7 to conform with current engineering and City standards to allow for continued long-term use.
- **Objective 2.** Provide a total pumping capacity of 860 gpm and a force main flow velocity of between 3 to 6 feet per second.
- **Objective 3.** Construct a new force main connection within existing public ROW to enhance system redundancy and access.
- **Objective 4.** Complete the Project before the 2028 Olympic construction moratorium, which restricts construction activities during the 2028 Olympic Games.

Figure 2-1. Regional Location

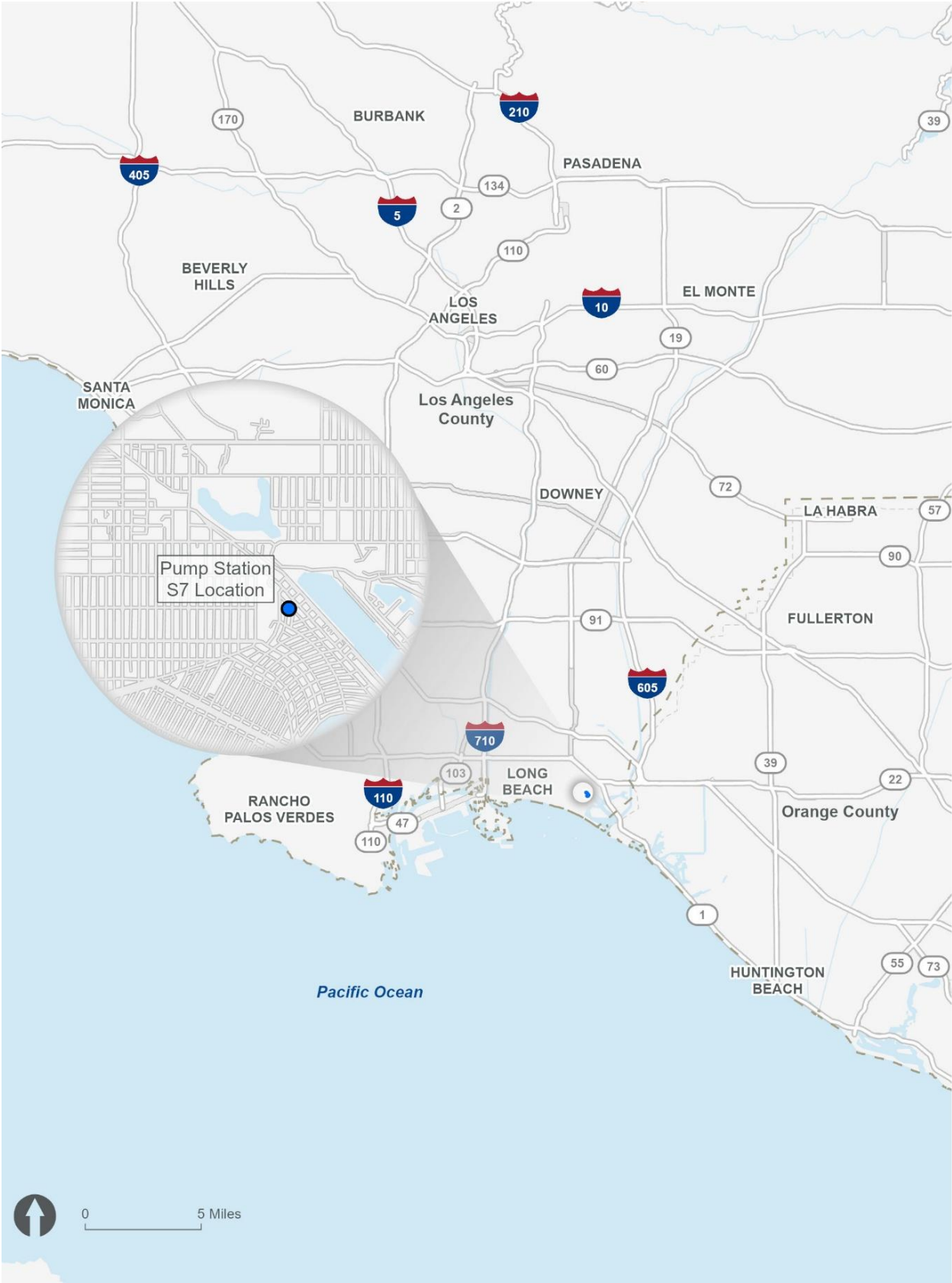


Figure 2-2. Project Footprint



Project Description

Proposed S-7 Components

The Project would include a new circular wet well with submersible pumps and a rectangular valve vault and flow meter vault. The proposed site plan is shown on Figure 2-3. The new wet well and vaults would be located parallel to the alley of Appian Way in an open area on the north side of the existing lift station. Additionally, a new 5-foot-diameter maintenance hole and 8-inch-diameter sewer main would be constructed to connect the existing infrastructure to the new wet well. The Project would also install a new electrical equipment pad, switchboard pad, and generator building, along with associated electrical equipment and handholes. Each of these elements is discussed in further detail below. All facilities would be constructed to comply with LBUD's *Standard Drawings*, *Design Criteria for Potable Water Distribution System*, and *Design Criteria for Sanitary Sewer Facilities*.

Wet Well

The new circular wet well, with an inner diameter of up to nine (9) feet, would be installed to a depth of up to 28 feet in the northern portion of the Project site. An access hatch and vent would be installed on top of the structure. Like the proposed maintenance hole and valve vault, the wet well would be made of precast or cast-in-place polymeric concrete (or similar material), which provides high resistance to salt water compared to other materials. Within the wet well, two (2) submersible pumps would be installed, as discussed below.

Maintenance Hole and Gravity Sewer Pipelines

A new junction drop maintenance hole would be installed to receive and combine the flows from the existing MH-040 and MH-041. The new maintenance hole would be 5 feet in diameter and made of precast polymeric concrete, extending approximately 23 feet deep. Two (2) new 8-inch polyvinyl chloride (PVC) gravity sewer lines would be constructed to connect MH-040 and MH-041 to the new junction maintenance hole. A new 8-inch PVC gravity sewer pipe would connect the new maintenance hole to the proposed wet well, as described below.

Pumps and Discharge Piping

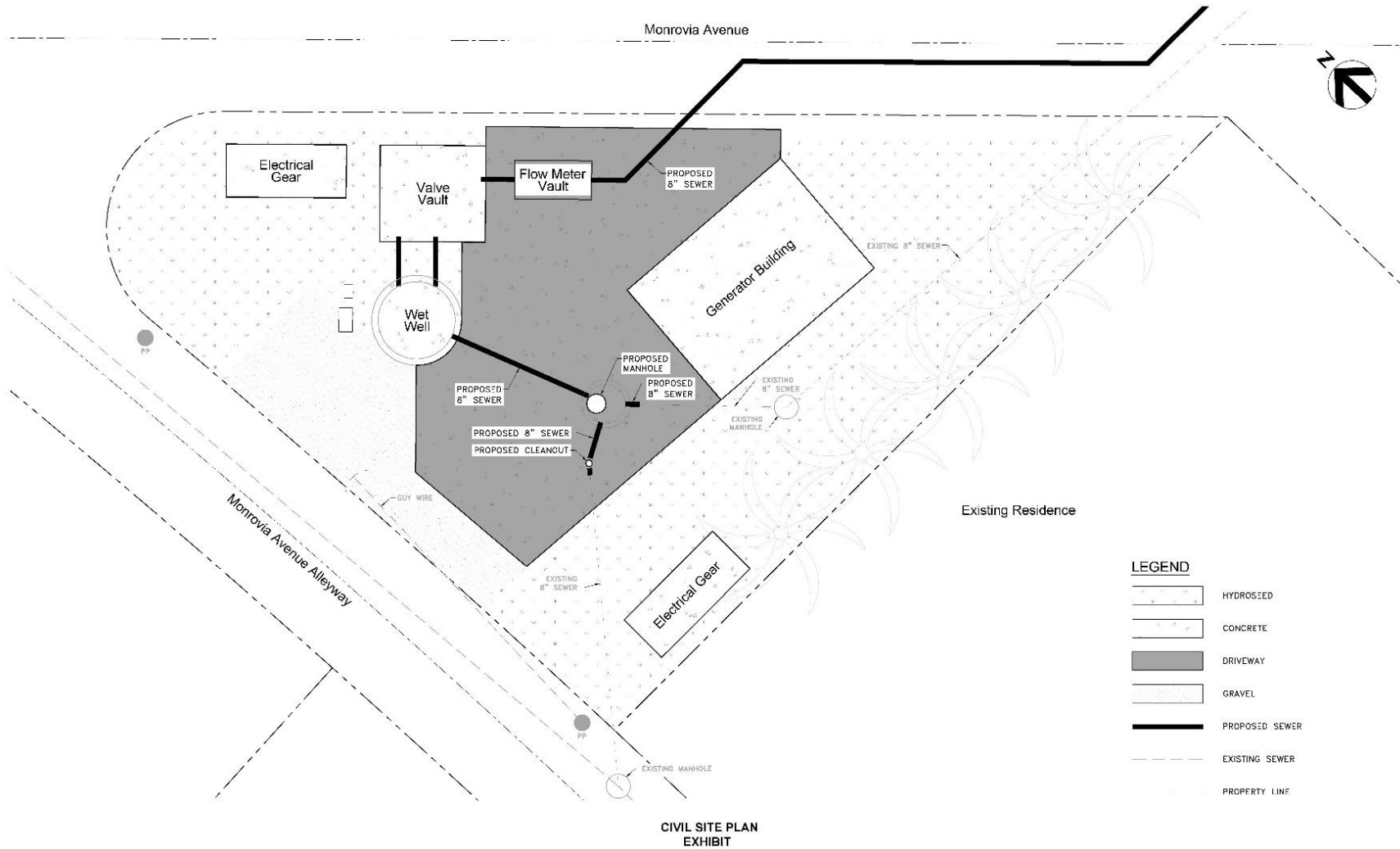
Within the wet well, two (2) recessed impeller submersible pumps would be installed to direct flows into the proposed valve vault via two (2) 8-inch steel pump discharge pipes. A new 6-inch-by-8-inch increaser would be installed at each pump discharge.

Valve Vault and Flow Meter Vault

Adjacent to the proposed wet well, a 10-foot-by-11-foot rectangular valve vault would be installed to a depth of approximately 10 feet below grade. The valve vault would be made of precast polymeric concrete with a hatch for access. The two (2) pump discharge pipes would transition to DIP prior to entering the vault, then connect to a single 8-inch DIP with a system of valves leading into the new flow meter vault.

Adjacent to the valve vault, the 4-foot-by-8-foot rectangular flow meter vault would be installed at the same depth as the valve vault, up to 10 feet below grade. The 8-inch DIP would lead into a magnetic flow meter and transition via a coupler to 8-inch high-density polyethylene (HDPE) pipe, which would then connect to the proposed force main.

Figure 2-3. Proposed S-7 Site Plan



Force Main

Approximately 1,450 linear feet of new 8-inch-diameter HDPE force main at a depth of 4 to 6 feet would extend from S-7 to an existing maintenance hole (MH-026) on E Paoli Way, which is part of an existing LBUD-owned sewer trunk and the same maintenance hole that the existing force main discharges to. The proposed force main alignment is shown on Figure 2-2 above.

The force main would be installed within paved roadways. Following construction, surfaces would be restored to pre-Project conditions. It is expected that the alignment would fall within current ROW and/or land owned by the City; however, if required, LBUD would obtain a permanent 20-foot easement to facilitate future access and maintenance. LBUD would be responsible for long-term maintenance of the pipeline.

Electrical Equipment Pad

A new at-grade electrical equipment pad would be constructed at the northern end of the site with a concrete mat foundation. Coordination would be performed with Southern California Edison (SCE) to verify the existing service size and identify if any SCE-owned equipment needs to be replaced. Existing City-owned electrical and instrumentation equipment would be replaced to meet current SCE and National Electrical Code standards. Based on as-builts, the existing service of 200 amps would be sufficient for the lift station upgrades. SCE equipment that may require replacement includes the pole-mounted transformers and conductors from the transformers to the existing switchboard.

Emergency Generator Building

A new emergency generator would be installed to provide emergency power to S-7 during utility power outages. A new 315-square-foot (21-foot-by-15-foot) prefabricated structure, up to 15 feet in height, would be constructed on the southeastern portion of the Project site to house the proposed generator, control panel, electrical equipment, and other accessory equipment as shown in Figure 2-4. The building would visually screen the facility, provide noise attenuation, house the equipment from exposure to the elements, and improve the site's aesthetics with an architectural design consistent with community recommendations.

The generator building would include a diesel generator and, as such, there would be on-site storage of diesel fuel. A dual-walled, above-ground diesel storage tank with a capacity of approximately 250 gallons would be installed underneath the generator. Proper containment measures would be implemented to minimize the risk of a spill. The generator will be operated once a month at a minimum for regular maintenance. The generator would be designed in accordance with air quality regulations and permitted by the South Coast Air Quality Management District (SCAQMD).

Access and Security

A concrete pavement pad would be constructed around the wet well and vaults to allow for easier access. A new driveway would be connected to provide maintenance access from the Monrovia Avenue alleyway.

Figure 2-4. Rendering of Proposed Sewer Lift Station S-7 (349 Lakeview Avenue)



Landscaping

On-site trees removed for the Project would be required to be replaced at a 2:1 ratio along the site perimeter or at a suitable nearby location within the public ROW per the City of Long Beach Parks and Recreation regulations. After construction, drought-tolerant landscaping would be installed in portions of the site not containing impermeable (e.g., pavement) and semi-permeable (e.g., decomposed granite) surfaces. No bushes or other vegetation are proposed.

Demolition of Existing S-7 Facilities

The existing S-7 sewer lift station would be kept in service throughout construction until the new facilities are fully operational, after which the existing facilities would be demolished. The existing concrete pad, trees, plants, and foliage would be removed. The existing lift station building would be demolished, including the existing structure, maintenance and operation equipment, exhaust fans and vents, and on-site utility fixtures. The removal of the existing building would also include the removal of the existing concrete vault below the building, up to five (5) feet below the ground surface.

Portions of the concrete vault that extend deeper than five (5) feet below ground surface would remain in place. Below-ground appurtenances within the concrete vault would be removed, including wash-down lines, bypass lines, stairs, beams, platforms, submersible pumps, piping, exhaust vents and fans, restroom fixtures, and other structural and mechanical appurtenances. The crane monorail, lighting fixtures, and associated electrical equipment would also be demolished. Existing connections to the concrete vault would remain in place to allow for connection to the proposed wet well, as described below. After the structure is demolished and cleared, the lower level would be filled with controlled low strength material.

Construction Details

Construction of the Project is expected to begin in late 2026 and continue for up to 12 months. Construction work would occur during normal City working hours pursuant to Long Beach Municipal Code (LBMC) Chapter 8.80 and per the approved encroachment and traffic control plans. Concrete and steel would be the primary construction materials for the Project-related structures. The major construction phases for the Project would include the following:

- Site Clearing and Utility Relocation
- Trench Excavation and Sitework
- Pipeline Installation
- Structural Facilities
- Electrical, Process Mechanical, and Instrumentation
- Paving and Striping
- Startup and Testing

To characterize and analyze potential construction impacts, LBUD assumed that the Project would be constructed by up to three (3) crews on the average, worst-case day. Each crew would be composed of up to eight (8) workers (with full-time inspectors), for a total of up to 24 daily workers and up to 20 daily haul trips for the import of construction materials and export of surplus soils.

Earthwork associated with construction would require up to 200 cubic yards (cy) of cut. Because of the high moisture content of the soils on site, it is unlikely that removed soil would be reused for backfill; therefore, it is expected that up to 200 cy of soil would be exported off site and import fill would be used for backfill following construction.

Table 2-1 lists the equipment needed for construction of the Project. Each phase of construction is discussed further below.

Table 2-1. Construction Phasing, Equipment List, and Schedule

Construction Phase ^a	Equipment Type	Quantity	Usage Hours per Workday	Construction Duration
Demolition and Site Preparation	Jack Hammer	1	2	1–2 months
	Pavement Saw	1	2	
	Grader	1	4	
	Bulldozer	1	4	
	Loader	1	4	
	Truck	1	4	
Excavation and Earthwork, Foundation and Structural Construction, Utility Installation, and Equipment Installation	Excavator / Backhoe	2	4	7–10 months
	Crane	1	2	
	Pump	1	8	
	Impact Pile Driver	1	2	
	Compactor	1	2	
	Concrete mixers	1	2	
	Concrete pumps	1	2	
Surface Restoration (Final Grading, Paving, and Landscaping)	Vibratory roller	1	2	2–3 months
	Paver	1	4	
	Compactor	1	2	

^a Construction phases may overlap.

Demolition and Site Preparation

Demolition and site preparation involves removing structures, pavement, and/or vegetation from the surface of the outfall. Equipment used for this activity includes jackhammers, pavement saws, graders, bulldozers, loaders, and trucks. Prior to beginning construction activities, the Project site would be surveyed and fenced, followed by clearing and grubbing of the construction disturbance area. Stormwater management practices would be installed during this initial site preparation phase to establish work areas.

Removed structures, pavement, and vegetation would be stockpiled in nearby staging areas before being disposed of according to the methods set forth in the Waste Management Plan prepared for the Project. The clay soils on site have very high moisture contents and are not suitable for reuse (Ninyo & Moore 2023). Due to the limited space available at the site, excavated soils would be disposed of off-site and import fill would be used for general fill, trench backfill, and structural backfill.

Excavation and Earthwork, Foundation and Structural Construction, Utility Installation, and Equipment Installation

Earthwork at the site is anticipated to consist of site clearing; excavations and trenching of up to 30 feet deep to construct the wet well, maintenance hole, valve vault, flow meter vault, and piping; placement of structural backfill and trench backfill; and shallow remedial grading for electrical equipment pads (see Appendix D).

Due to shallow groundwater (8 feet deep), construction of Project facilities may require isolation of the work zone. New structural supports may be constructed behind an encircling temporary cofferdam constructed of sheet piling or similar method, such as cast-in-drilled-hole piles, which involves drilling a hole, placing steel reinforcement, and then filling it with concrete.

Equipment used for trenching and installing the proposed HDPE force main would include excavators, cranes, concrete mixers, concrete pumps, and compactors. In general, trenches would have vertical side walls to reduce the amount of soil excavated and the area needed for construction. Backhoes, excavators, or trenchers would be used to dig trenches. Soils excavated from the trenches, if of appropriate quality, would be stockpiled alongside the trench or in nearby work areas for later reuse in backfilling the trench. If not reusable, the soil would be hauled off site for disposal. In general, pipe trenches would measure two (2) to three (3) feet wide and four (4) to six (6) feet deep. During construction, vertical wall trenches would be temporarily “closed” during pauses in construction by covering them with steel plates or backfill material or installing fences to restrict access.

Surface Restoration (Final Grading, Paving, and Landscaping)

The final step in the installation process would be to stabilize the ground surface to post-Project conditions, including revegetation, landscaping, and site paving. The total area paved would be up to 1,000 square feet. Up to 4,500 square feet of ROW would be repaved following force main installation. New asphalt or concrete pavement would match the surrounding surface type. For asphalt repaving in disturbed roadways, a temporary asphalt material may be installed to allow traffic to use the roadway immediately after pipeline and maintenance hole installation. Trees removed as part of the Project would be replaced at a 2:1 ratio on site and/or in adjacent public ROW.

Approvals and Permits

Table 2-2 summarizes the potential approvals and/or permits from other agencies that may be required prior to construction and operation of the Project.

Table 2-2. Potential Regulatory Agency Approvals and Permits

Agency	Type of Approval
State	
California Department of Fish and Wildlife (CDFW)	CEQA Trustee Agency
State Water Resources Control Board	CEQA Responsible Agency NPDES Construction General Permit
Regional Water Quality Control Board (RWQCB) – Los Angeles Region	CEQA Responsible Agency Coverage under Order No. R4-2013-0095 and Dewatering Permit, if required
California Coastal Commission (CCC)	Coastal Development Permit
Local	
City of Long Beach/LBUD	CEQA Lead Agency Site Plan Review Encroachment Permit, if required Local Coastal Development Permit Easement Dedication, if required Tree Removal Permit
Los Angeles County Flood Control District	Encroachment Permit, if required
South Coast Air Quality Management District (SCAQMD)	Fugitive Dust Rule Internal Combustion Emergency Engine Permit to Construct Internal Combustion Emergency Engine Permit to Operate

3. Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

I. Aesthetics

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Environmental Setting

Visual impacts may be considered potentially significant where they would contribute to a substantial, demonstrable degradation of the existing visual character or quality of a site. This determination is based on several criteria, including observer position, views, and changes in the characteristics of the views. The key factor is the extent to which the project is compatible with the character, scale, bulk, and form of surrounding development.

The overall existing aesthetic quality of the Footprint is characterized by residential development and the paved parking lot associated with Marine Stadium. Ornamental vegetation and streetlights are present throughout the Footprint, including along residential streets and on the S-7 property. Figure 3-1 and Figure 3-2 provide photographic representations of the existing visual character of the Footprint.

The City of Long Beach General Plan Urban Design Element (City of Long Beach 2019b) identifies important visual resources in the City and establishes strategies and goals for incorporating urban design considerations into policy and development decisions.¹

The force main alignment would partially intersect with the Long Beach Southeast Area Specific Plan (SEASP; City of Long Beach 2025). The SEASP establishes view corridors, defined as “roadway areas that provide special distinguishing features for the SEASP area,” and gateways, defined as arrival points into areas that are “demarcated

¹ The 2019 Urban Design Element is not yet certified by the California Coastal Commission in the Coastal Zone; however, it is still considered in this analysis as a point of reference for evaluating Project consistency with the overall visual character of the area.

by natural features, views, or manmade markers.” The Project would not intersect with any of these designated visual resources.

The City of Long Beach Municipal Code (Ordinance C-7642) requires that a permit be obtained from the Director of Public Works prior to removal of trees from City-owned property. The City also requires that the trees be identified, mapped, and measured prior to removal.

Figure 3-1. View of Sewer Lift Station S-7 Site (looking south from Monrovia Avenue)



Figure 3-2. View of Marine Stadium Parking Lot (looking north from near Marina Park Lane)



Impact Analysis

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

According to the Urban Design Element and SEASP, the Footprint does not contain any designated scenic vistas or otherwise noted visual resources. Views to Alamitos Bay and Colorado Lagoon are afforded from various locations throughout the Footprint; however, there are no designated viewpoints. Short-term visual impacts would occur in the adjacent park and residential streets described above during construction phases. Visual alterations would be visible mainly to people in the immediate vicinity (short-range views), including motorists, residents, and visitors to the adjacent park. The S-7 site is situated in a relatively flat, urban area and does not contain views of coastal bluffs or the bay. Most Project improvements would be installed below grade, and no views would be obstructed once construction is complete. Therefore, impacts to scenic vistas would be less than significant.

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

No state scenic highways are designated within the Footprint. The nearest designated state scenic highway is a segment of State Route (SR) 91, located approximately 18 miles northeast of the Footprint. The nearest eligible state scenic highway is a segment of SR-1 (Pacific Coast Highway), located approximately 3,500 feet northeast of the Footprint. Construction-related activities would not be visible from either highway. Therefore, the Project improvements would not involve activities that could substantially damage scenic resources within a state scenic highway. No impact would result.

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

Construction activities would occur primarily within the disturbed, urban setting, along existing ROW and at the existing S-7 site. The surrounding residential neighborhood and Marina Vista Park would have indirect views of Project-related construction over the duration of Project construction. Activities would consist of surface preparation (vegetation removal and grading), excavation, installation of structures, and surface restoration. Construction activities would be concentrated at the existing S-7 property and along the proposed alignment, which would extend to the western edge of Marina Vista Park at its terminus. However, the exposure of sensitive viewers would be temporary, limited in duration, and incremental along each segment of the proposed route. **Mitigation Measure AES-1** would be implemented to avoid and minimize short-term visual impacts from construction activities.

Although Project construction activities are temporary in nature, the local viewer sensitivity to change is considered high due to the existing compact, coastal residential community with moderate visual quality based on intervening linear green spaces. The Project would require removal of existing ornamental vegetation, including two (2) New Zealand Christmas trees and one unidentified non-native tree on the S-7 property. Per the requirements of the City's Tree Ordinances, **Mitigation Measure BIO-3**, as discussed in detail in Section 3.IV, would mitigate the impacts of tree removal by requiring trees to be replanted at a 2:1 ratio.

Once constructed, the Project facilities would be largely contained underground or on site at Sewer Lift Station S-7. However, given that the precise placement and composition of the proposed facilities remains subject to additional engineering design, this Project feature has the potential to substantially degrade the character of the immediate area. This is considered a significant impact. Implementation of **Mitigation Measure AES-2** would visually integrate the Project with the surroundings and reduce impacts to less than significant.

As previously discussed in Section 3.I(a), the Project would not result in adverse impacts to established view corridors or visual resources in the city. The Project would be consistent with the Urban Design Element and the SEASP. Therefore, the Project would not conflict with applicable zoning or other regulations governing scenic quality.

The Project would result in a less than significant impact with mitigation measures incorporated.

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

Nighttime construction is not proposed and is not anticipated to be required for Project implementation. However, temporary lighting may be installed at the site for the duration of temporary bypass pumping, which would occur 24 hours a day for up to 8 weeks. **Mitigation Measure AES-3** would reduce the potential short-term impacts by requiring the contractor to shield and/or orient lighting to minimize light and glare for surrounding properties.

The pipeline portions of the Project do not include any new lighting sources or above-ground sources of glare. However, the S-7 facilities would include some exterior lighting for maintenance and security purposes. Nighttime lighting would also be required along the perimeter of the above-ground structures to provide security and safety for maintenance workers. The above-ground facilities would generate new sources of night lighting and glare within an area where these sources already exist. However, the introduction of new lighting sources could disrupt nearby residences if not properly directed or confined to the site. **Mitigation Measure AES-4** would reduce the potential long-term light impact to less than significant by implementing lighting and material to reduce light and glare.

Mitigation Measures

Mitigation Measure AES-1: Screen Staging and Construction Areas and Restore Affected Construction Areas

Staging areas shall be sited and screened to minimize visual disturbance to surrounding residential and commercial parcels through the use of non-reflecting materials.

To the extent feasible, all disturbed areas (e.g., roadway trenches and staging areas) shall be restored to their preconstruction condition. After construction, drought-tolerant landscaping would be installed in portions of the site not containing impermeable (e.g., pavement) and semi-permeable (e.g., decomposed granite) surfaces.

Mitigation Measure AES-2: Incorporate Design Elements to Integrate Proposed Above-Ground Surfaces into Their Surroundings

Design elements shall be used to enhance visual integration of the above-ground S-7 structure with its surroundings. These elements may include, but are not limited to, the following:

- Painting (with earth-colored tones) of structural façades to blend with surrounding land uses,
- Use of fencing or structural materials similar to those used by nearby land uses, and
- Installation of berms and/or landscaping around the facility.

Mitigation Measure AES-3: Implement Lighting and Material to Reduce Light and Glare During Construction

The construction contractor shall be required to reduce light and glare on surrounding land uses by shielding exterior lighting, orienting all exterior lighting downward, or installing lights activated only by sensors.

Mitigation Measure AES-4: Implement Lighting and Material to Reduce Light and Glare During Operation

To minimize incidental light, new lighting fixtures shall be cutoff-type fixtures that cast low-angle illumination and provide natural color rendering and light qualities. In addition, the use of highly reflective building materials and/or finishes in the design of its proposed above-ground structures shall be limited, consistent with the Urban Design and Local Coastal Program Elements of the General Plan.

See **BIO-3** under Section 3.IV, Biological Resources.

II. Agriculture and Forestry Resources

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Setting

The Project is in an existing urbanized area and is not located on or adjacent to lands designated as prime farmland, unique farmland, or farmland of statewide importance (California Department of Conservation 2025a, 2025b).

Impact Analysis

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

The Project would not result in the conversion of Important Farmland, as mapped by the State (California Department of Conservation 2025a), to non-agricultural use, and no impact would occur.

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

No zoning for agricultural use applies to the Project. The Footprint does not intersect properties currently under agricultural production or the provisions of an active Williamson Act contract (California Department of Conservation 2025b). No impact would result.

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

The Footprint does not meet the definition of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). No impact would result.

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

Refer to Response (c). No impact would result.

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

The Project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. No impact would result.

III. Air Quality

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

Criteria Air Pollutants

The six common air pollutants (also known as “criteria air pollutants”) regulated by the United States Environmental Protection Agency (USEPA) include ground-level ozone (O₃); carbon monoxide (CO); nitrogen dioxide (NO₂); particulate matter, including particulate matter 10 micrometers or less (PM₁₀) and particulate matter 2.5 micrometers or less (PM_{2.5}); sulfur dioxide (SO₂); and lead (Pb) (USEPA 2023). The health effects from air pollutants such as O₃ and PM can increase the amount and seriousness of lung and heart disease and other health problems (USEPA 2023). Typical sources of NO₂, CO, and PM are from vehicles on the road and construction equipment.

Attainment Status

In accordance with federal Clean Air Act (CAA) requirements, the USEPA developed numerical concentration-based standards, or National Ambient Air Quality Standards (NAAQS), for pollutants that have been determined to affect human health and the environment. The NAAQS are the maximum allowable concentrations for the following criteria air pollutants: O₃, CO, NO₂, PM₁₀, PM_{2.5}, SO₂, and Pb.

The CAA also gives the authority to states to establish air quality rules and regulations. The State of California has adopted the NAAQS and promulgated additional California Ambient Air Quality Standards (CAAQS) for criteria air pollutants. The CAAQS are generally more stringent than the NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

The USEPA classifies the air quality in an Air Quality Control Region (AQCR), or in subareas of an AQCR, according to whether the concentrations of air pollutants in ambient air exceed the NAAQS. Areas within each AQCR are therefore designated as attainment, nonattainment, maintenance, or unclassified for each of the six criteria air pollutants. Attainment means that criteria air pollutant levels in an AQCR are lower than the NAAQS. Nonattainment means that criteria air pollutant levels exceed the NAAQS. Maintenance means that an AQCR was previously designated nonattainment but is now in attainment. Unclassified means that there is insufficient data information to classify an AQCR, so the area is considered attainment.

USEPA has delegated the authority for ensuring compliance with the NAAQS to the California Air Resources Board (CARB). The CARB has delegated responsibility for implementing the federal CAA and California CAA to local air pollution control agencies. Los Angeles County is part of the South Coast Air Basin (SCAB) and is under the jurisdiction of SCAQMD, which certified the current Air Quality Management Plan (AQMP) in 2022. Table 3-1 summarizes the state and national area designations for criteria air pollutants in SCAB.

Table 3-1. South Coast Air Basin Attainment Status

Pollutant	Attainment Status	
	State Area Designations	National Area Designations
O ₃	Nonattainment	Nonattainment (Extreme)
CO	Attainment	Attainment (Maintenance)
NO ₂	Attainment	Unclassified/Attainment
PM ₁₀	Nonattainment	Attainment (Maintenance)
PM _{2.5}	Nonattainment	Nonattainment (Serious)
SO ₂	Attainment	Unclassified/Attainment
Pb	Attainment	Nonattainment (Partial)
Sulfates	Attainment	—
Hydrogen Sulfide	Unclassified/Attainment	—
Vinyl Chloride	Attainment	—

Source: SCAQMD 2018

Notes: O₃ = ground-level ozone; PM_{2.5} = particulate matter 2.5 micrometers or less;

PM₁₀ = particulate matter 10 micrometers or less; CO = carbon monoxide; NO₂ = nitrogen dioxide;

SO₂ = sulfur dioxide; Pb = lead

As shown in Table 3-1, with respect to state standards, the SCAB is in nonattainment for O₃, PM₁₀, and PM_{2.5}. The SCAB is in nonattainment with the federal standards for O₃ and PM_{2.5} and partial nonattainment for lead.

Thresholds of Significance

SCAQMD has developed thresholds of significance for criteria air pollutants. The SCAQMD is currently developing a revised *Air Quality Analysis Guidance Handbook* to replace the last handbook, which was published in 1993. In the meantime, SCAQMD has published thresholds of significance for criteria air pollutants meant for CEQA analysis, for which a project's individual emissions would be cumulatively considerable (SCAQMD 2023). These thresholds were recently updated in March 2023 to reflect USEPA's redesignation of the Coachella Valley from Severe-15 to Extreme non-attainment for the 2008 ozone NAAQS. Projects that do not exceed the SCAQMD's adopted threshold are not anticipated to result in a cumulatively considerable air quality impact.

SCAQMD's construction and operational thresholds presented are summarized in Table 3-2.

Table 3-2. SCAQMD Thresholds of Significance for Criteria Air Pollutants

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
ROG	75	55
NO _x	100	55
CO	550	550
SO ₂	150	150
PM ₁₀	150	150
PM _{2.5}	55	55

Source: SCAQMD 2023

Notes: lbs/day = pounds per day; NO_x = nitrogen oxides; CO = carbon monoxide; SO₂ = sulfur dioxide;

PM₁₀ = particulate matter 10 micrometers or less in diameter; PM_{2.5} = particulate matter 2.5 micrometers or less in diameter

Sensitive Receptors

An air quality sensitive receptor is generally defined as any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes (CARB 2025b). The nearest air quality sensitive receptors are homes within the 5.2-acre Project footprint along the following residential streets: E Paoli Way, Appian Way, Monrovia Avenue, Lakeview Avenue, Bayside Drive N, Marina Park Lane, Bayside Drive S, and Wendy Lane (see Figure 3-3 in Section 3.XIII, Noise). The next nearest sensitive receptors would be Will Rogers Middle School, located adjacent to the Footprint, and Lowell Elementary School.

Impact Analysis

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

The 2022 AQMP adopted by the SCAQMD in 2022 is the applicable AQMP for the Project (SCAQMD 2022). The 2022 AQMP's main goals are to improve air quality and meet the federal standards for air pollutants. In particular, the 2022 AQMP provides actions, strategies, and steps to reduce air pollution to meet the federal ozone standards by 2037.

As shown in Table 3-3 below, the Project would not exceed the SCAQMD construction thresholds for criteria air pollutant emissions. The Project would implement SCAQMD's dust-related best practices to reduce PM₁₀ emissions during construction as Project design features. Operational emissions would be minimal from occasional maintenance trips. Therefore, the Project would not conflict with or obstruct implementation of the 2022 AQMP, resulting in a less than significant impact.

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

The Project would generate criteria air pollutant emissions during construction from the operation of heavy-duty construction equipment; truck trips associated with hauling of soils, steel, concrete, and other construction materials; and vehicle trips associated with commute of construction workers. Construction criteria air pollutant emissions from the Project have been estimated based on the construction schedule, phasing, labor, and equipment projections presented in the Project Description (refer to Section 2, Project Description). The Project-specific data was populated into the California Emissions Estimator Model (CalEEMod) version 2022.1.1.30. The CalEEMod inputs, assumptions, and outputs are presented in Appendix A. Table 3-3 presents a summary of the maximum unmitigated daily criteria air pollutant emissions that will be generated by the Project during construction.

Table 3-3. Construction Criteria Air Pollutant Regional Emissions (Unmitigated)

Emissions/ Threshold	Criteria Air Pollutants (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	1.64	13.97	17.21	0.04	1.95	0.97
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds SCAQMD Thresholds?	No	No	No	No	No	No

Source: CalEEMod version 2022.1.1.30 and Appendix A

Notes: lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxides; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = particulate matter 10 micrometers or less in diameter; PM_{2.5} = particulate matter 2.5 micrometers or less in diameter; SCAQMD = South Coast Air Quality Management District

As shown in Table 3-3, construction of the Project would not exceed the SCAQMD thresholds for criteria air pollutant emissions. Further, the Project would be required to implement SCAQMD's dust-related best available control measures including twice a day watering, detailed in SCAQMD Rule 403, which would further reduce PM_{2.5} and PM₁₀ emissions. As such, the Project's impact on air quality would be less than significant.

Operation and maintenance of the pipeline and Sewer Lift Station S-7 would require minimal new vehicle trips and the proposed pumps would be primarily powered by the electrical grid, except for when the diesel generator is used. The generator would be used in the unlikely event of an emergency as well as once a month for maintenance purposes. Emissions from generator operation would not exceed SCAQMD thresholds. During maintenance and operations, it is assumed that no heavy-duty diesel trucks would be used and that worker trips would be limited to 10 or fewer one-way trips per day. Therefore, operation of the Project would not generate substantial criteria air pollutant emissions (see Appendix A for details). Impacts during operations would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

The Project has the potential to generate toxic air contaminants (TACs) from the use of diesel equipment during construction. TACs are pollutants that may be expected to result in an increase in mortality or serious illness or may pose a present or potential hazard to human health. The primary TAC of concern is diesel particulate matter (DPM). DPM is a carcinogen emitted by diesel engines that could affect existing sensitive receptors.

As discussed above in the environmental setting, multiple sensitive receptors are located along the residential streets and surrounding area.

Only limited portions of the Project would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location in the Footprint. Periodic operation of construction equipment would allow for the dispersal of DPM by avoiding continuous construction activity in the portions of the Footprint closest to existing sensitive receptors. According to *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (Office of Environmental Health Hazard Assessment 2015), DPM poses a carcinogenic health risk that is generally measured using an exposure period of 30 years for sensitive residential receptors. However, as presented in Table 3-4, emissions of DPM (which strongly correlate with PM_{2.5} emissions) are minimal and would not exceed SCAQMD localized significance thresholds as presented in the localized analysis in Table 3-4. Although the localized analysis does not directly measure health risk impacts, it provides data that can be used to evaluate the potential to cause health risk impacts. The very low level of PM_{2.5} emissions, coupled with the short-term duration of construction activity next to any one receptor, would result in an overall low level of DPM concentrations within the Footprint. Compliance with the ARB airborne toxic control anti-idling measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize DPM emissions in the Footprint. Therefore, construction of the Project would not expose sensitive receptors to substantial pollutant concentrations, resulting in a less than significant impact.

Table 3-4. Construction Criteria Air Pollutant Localized Emissions

Emissions / Threshold	Criteria Air Pollutants (lbs/day)			
	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Maximum Daily Localized Emissions	3.9	5.1	<0.1	<0.1
SCAQMD Localized Thresholds	57	585	1	1
Exceeds SCAQMD Localized Thresholds?	No	No	No	No

Source: CalEEMod version 2022.1.1.30 and Appendix A

Notes: Localized thresholds are applicable to SRA 4 South Los Angeles County Coastal for a 1-acre site at a 25-meter receptor distance. The nearest sensitive receptor is located approximately 37 feet (11 meters) from the Project site. Per SCAQMD reference document, "Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters" (SCAQMD 2003).

Operation and maintenance of the force main and Sewer Lift Station S-7 would be minimal, and no heavy-duty diesel trucks would be used. Worker trips would be limited to 10 or fewer one-way trips per day. Therefore, operation of the Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

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

Construction activities associated with the Project may generate objectionable odors from the use of heavy-duty equipment (i.e., diesel exhaust) and vehicle trips. Any odors generated during construction would be temporary in nature and cease upon completion of construction activities. The Project includes construction of a new sewer lift station and force main, and by its enclosed nature, would not result in other odors in or around the Footprint. Existing odors would continue to be regulated under SCAQMD Rule 402, which treats odors as a public nuisance. Therefore, the Project would not generate emissions of odors affecting a substantial number of people, and impacts would be less than significant.

IV. Biological Resources

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

Environmental Setting

To support analysis for the Project, a biological reconnaissance survey and database search was completed in the Study Area in August 2025. The results of this survey are documented in the Biological Resources Letter, which is included as Appendix B, and summarized below.

The Study Area is primarily urban and developed, mainly supporting residential development, an elementary/middle school complex, a fire station, parking lots, Will Rogers Mini Park, Marine Stadium, and associated landscaped areas. The vegetation within the Study Area consists mainly of maintained ornamental trees, shrubs, lawn, and flowering plants. Almost all vegetation identified around the existing pump station, along the marina (adjacent to E Paoli Way), and in park areas in the Study Area appears to be consistently maintained, with the exception of low-growing vegetation in the riprap along the marina and a strip of disturbed vegetation along the northern tip of the marina.

The City established its Citywide Street Tree Replacement Program and Updated Tree Maintenance Program Memorandum to provide a dedicated tree replacement program for certain circumstances (for example, when the City removes trees during required maintenance of City infrastructure and implementation of Capital Improvement Projects). The program also provides updates to policies and procedures related to the City's Tree Maintenance Policy and expands on issues pertaining to urban wildlife. Per Coastal Zone requirements, the trimming or removal of any tree must comply with all applicable codes or regulations of Local Coastal Development Permit (LCDP) #21-015, Coastal Development Permit #5-08-187, the California Coastal Act, and the U.S. Migratory Bird Treaty Act, as well as the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) where applicable.

During the biological survey, fenced areas, residential backyards, and areas under deep water (e.g., Marine Stadium) were not observed or were observed through binoculars. The desktop review documented 38 special-status plant species and 37 special-status wildlife species occurrences that had potential to occur within the Study Area. These species were assessed for their potential to occur based on presence of suitable habitat, as well as historic and current species location data.

Due to the urbanized nature, none of the special-status wildlife species identified have a moderate to high potential to occur within the Study Area, and only one plant, estuary seablite (*Suaeda estero*; California Rare Plant Rank [CRPR] 1B.2) has a moderate to high potential to occur within the Study Area. However, one special-status plant, woolly seablite (CRPR 4.2) was observed growing in the riprap along the marina during the survey. This riprap is located in the Study Area but outside of the Footprint. Due to a lack of suitable habitat, this species does not have a moderate to high potential to occur within the Study Area. No CDFW sensitive communities or USFWS critical habitat have the potential to occur within the Study Area.

Identified species and their listing statuses (provided by taxonomic grouping), details about their habitat requirements, and an assessment of their potential to occur within the Study Area are included below and in Appendix B:

- Estuary seablite (*Suaeda estero*) – a special-status plant (CRPR 1B.2) that has a moderate to high potential to occur within the Study Area. Though preferred habitat quality is low, a confirmed observation was recorded in the Study Area (2023) at 33.767513, -118.127358 in the riprap along the northeast shore of Marine Stadium. Other recent sightings (2025) have been reported just outside of the Study Area in the riprap on the eastern side of Marine Stadium and along the banks of Colorado Lagoon north of Marine Stadium. Colorado Lagoon is hydrologically connected to Marine Stadium through an underground culvert. Because the habitat for this seablite is outside the Footprint, the Project is unlikely to impact these species as long as standard construction best management practices (BMPs) are in place.
- Woolly seablite (*Suaeda taxifolia*) – a special-status plant (CRPR 4.2) that was observed growing in the riprap along the marina during the survey. This riprap is located within the Study Area but not within the Footprint. Due to a lack of suitable habitat, this species does not have a moderate to high potential to occur within the Study Area. Woolly seablite individuals have been reported just outside of the Study Area in the riprap on the eastern side of Marine Stadium and along the banks of Colorado Lagoon north of Marine Stadium. Colorado Lagoon is hydrologically connected to Marine Stadium through an underground culvert. Because the habitat for this seablite is outside of the Footprint, the Project is unlikely to impact these species as long as standard construction BMPs are in place.
- Monarch butterfly (*Danaus plexippus*) – candidate under the Federal Endangered Species Act (FESA). The species was observed in the Study Area and Footprint as a transient during the 2025 site survey. The monarch butterfly's overwintering habitat tends to occur within 1.5 miles of the coast and includes moderate temperatures, dappled sunlight, high humidity, and a large grove of trees; preferably composed of blue gum eucalyptus (*Eucalyptus globulus*), Monterey pine (*Pinus radiata*), or Monterey cypress (*Cupressus macrocarpa*). However, monarch butterflies have also been observed overwintering in red gum eucalyptus (*Eucalyptus camadulensis*), western sycamore (*Platanus racenosa*), coast redwood (*Sequoia sempervirens*), and coast live oak (*Quercus agrifolia*) (Pelton et al. 2016).

No other special-status plant or wildlife species, such as native bees, were observed or detected within the Study Area. No other special-status wildlife, plants, or CDFW sensitive natural communities have a moderate to high potential to occur in the Study Area.

Impact Analysis

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

As discussed above, one special-status plant species (woolly seablite) and one special-status wildlife species (monarch butterfly) were observed in the Study Area. No direct impacts have been identified that would affect either of these species or estuary seablite, which was the only special-status species identified as having a moderate or greater potential to occur in the Study Area. Woolly seablite and estuary seablite are typically found in semi-aquatic shoreline habitats, such as the riprap described above. While there is riprap in the Study Area, it does not intersect with the Footprint. Construction activities would occur in existing ROWs and developed areas and would not impact the riprap or Alamitos Bay; therefore, no impacts to estuary seablite or woolly seablite would occur.

While the Study Area does contain red gum eucalyptus and is within 1.5 miles of the coast, the trees are not spatially patterned to constitute a grove and therefore do not provide the conditions that make suitable monarch habitat for overwintering. Therefore, it is unlikely that the species would overwinter in the Study Area due to a lack of suitable roosting habitat, and impacts to monarch butterfly are not expected to occur.

Based on the above discussion, Project implementation would not result in a substantial adverse effect, either directly or through habitat modification, to any listed or sensitive plant or wildlife status species.

To protect the woolly seablite and other potentially present rare species, the Project would include standard construction BMPs, such as avoidance fencing along the perimeter of sensitive areas, are implemented and overseen by a qualified biologist, as necessary. With the implementation of **Mitigation Measure BIO-1**, impacts would be less than significant.

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

The Project is in an urbanized environment and impacts would be limited to existing disturbed and developed upland land cover types. Marine Stadium, which connects to Alamitos Bay, intersects with the Study Area, but Project activities would avoid shoreline and aquatic areas. No riparian habitat or other sensitive natural community was mapped in the Footprint. Standard BMPs would be implemented to minimize the potential for any unforeseen impacts on biological resources and no impact would occur.

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

The reconnaissance-level biological survey did not identify any jurisdictional aquatic resources within the Footprint. The Footprint is entirely urban and developed/landscaped, with no evidence of aquatic resources. However, Alamitos Bay (Marine Stadium) is within the Study Area and directly adjacent to the Footprint. The Alamitos Bay is within the jurisdiction of the U.S. Army Corps, California Regional Water Quality Control Board, CDFW, and California Coastal Commission. No impacts would occur to aquatic resources from implementation of the proposed Project as long as standard construction BMPs are in place. Therefore, implementation of the Project would not adversely affect protected wetlands and no impact would occur.

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

The Project Footprint is located adjacent to Marine Stadium (Alamitos Bay), which functions as a movement corridor to the Pacific Ocean for a variety of avian, mammal, and aquatic species. Direct impacts to aquatic species would not be anticipated as the Project would not involve activities in or directly adjacent to Alamitos Bay.

Although the majority of the Project Footprint is urban and developed, construction and implementation of the proposed Project may result in indirect or direct impacts on resources utilized for nesting by migratory birds and raptors, including trees, shrubs, structures, and utility poles.

A significant impact would occur if the Project interrupted or interfered with a migratory wildlife corridor and/or impacted breeding or nursery sites. However, the Project does not occur in any known migratory routes.

Implementation of **Mitigation Measure BIO-2** would reduce the potential for significant impacts to migratory species to a less than significant level by requiring preconstruction nesting bird surveys for work during the nesting bird season (January 1 through September 31) and non-breeding/non-nesting season (October 1 through December 31). Based on these considerations, impacts to native resident or migratory wildlife species would be less than significant with mitigation.

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

As a result of the proposed force main realignment, ornamental trees planted along Lakeview Avenue, Wendy Lane, the parking lot along the marina, the park, and the existing pump station may need to be removed or trimmed. Trees observed along the proposed force main can be found in Table 2 of Appendix B.

The City established its Citywide Street Tree Replacement Program and Updated Tree Maintenance Program Memorandum to provide a dedicated tree replacement program for certain circumstances (for example, when the City removes trees during required maintenance of City infrastructure and implementation of Capital Improvement Projects). The program also provides updates to policies and procedures related to the City's Tree Maintenance Policy and expands on issues pertaining to urban wildlife.

The Project would be located in the California Coastal Zone. As discussed above in the environmental setting, the trimming or removal of any tree in the Coastal Zone must comply with all applicable codes or regulations of LCDP #21-015, Coastal Development Permit #5-08-187, the California Coastal Act, and the U.S. Migratory Bird Treaty Act, as well as CDFW and USFWS where applicable. An annual monitoring report would also be required for all tree removals, and replacements within the Coastal Zone would be submitted to the Executive Director of the Coastal Commission; Director of the Public Works Department; Director of the Parks, Recreation, and Marine Department; and a representative of the Audubon Society for review.

Before the trimming or removal of any tree as a part of the Project, a City-employed certified arborist would be consulted to determine the tree's condition and removal, per the City's Tree Maintenance Policy. Trees removed as a result of Project activities would be replanted at a 2:1 ratio, following the guidelines stated in the LCDP #21-015 and Updated Tree Maintenance Program. With the implementation of **Mitigation Measure BIO-3**, impacts would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? 0

The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, Natural Community Conservation Plan, or approved local, regional, or state habitat conservation plan. The Project is located within the boundaries of the City of Long Beach's General Plan. This Plan includes goals and policies relevant to biological resources within the Conservation Element and Local Coastal Program Element. As discussed in Section 3.XI, the Project would not conflict with any provisions of the General Plan, including those related to biological resources. No impact would occur.

Mitigation Measures

Mitigation Measure BIO-1: Avoid Rare Plant Species

To protect the woolly seablite and other potential rare species, the Project shall include standard construction BMPs, such as avoidance fencing along the perimeter of sensitive areas. These measures shall be overseen by a qualified biologist.

Mitigation Measure BIO-2: Avoid Effects on Migratory and Nesting Birds

Trimming or Removal During Non-Breeding/Non-Nesting Season (October through December)

For trimming or removal during the non-breeding/non-nesting season (October through December), a qualified biologist or ornithologist is required to conduct a nesting bird survey and prepare a report for submission to the City. No tree alteration will occur in the Coastal Zone until the City issues a Notice to Proceed.

Trimming or Removal During Breeding/Nesting Season (January through September)

For trimming or removal during the breeding/nesting season (January through September), a qualified biologist or ornithologist is required to conduct a nesting bird survey, which will also include detection

of bird activities and nesting behavior within 300 feet of the work area. A report will be submitted to the City following required content provided under Local Guidelines.

Mitigation Measure BIO-3: Adhere to City of Long Beach Tree Ordinances

Before the trimming or removal of any tree as part of the Project, a certified arborist will be consulted to determine the tree's condition and removal, per the City's Tree Maintenance Policy. Trees removed as a result of the Project will be replanted at a 2:1 ratio, following the guidelines stated in the LCDP #21-015 and Updated Tree Maintenance Program.

V. Cultural Resources

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Environmental Setting

A cultural resources technical report was prepared for the Project and is included as Appendix C. A record search was conducted at the South Central Coastal Information Center in Fullerton on June 30, 2025. Six (6) previous cultural resource studies have been conducted between 1974 and 2014 within the record search area. The results of the record search and the general cultural setting of the Study Area are described in detail in Appendix C and summarized below.

Two (2) cultural resources have been identified within the record search area. The first, P-19-000231, is a precontact archaeological site consisting of shell midden on a section of bluff overlooking the former Alamitos Lagoon, outside of the Project Footprint. The site was recorded in 1961 and is likely to have been destroyed during subsequent development of the location.

The second resource, P-19-186115, is the Long Beach Marine Stadium, which is an engineered and constructed tidal waterbody that was built in the former Alamitos Bay starting in 1930 for use in the 1932 Olympics. Marine Stadium was designated California Historical Landmark No. 1014 in 1995 and therefore is automatically listed in the California Register of Historical Resources (CRHR). It is also designated as a Historic Landmark Site by the City (City of Long Beach 1992). The resource was determined to be not eligible for listing in the National Register of Historic Places (NRHP) by the United States Army Corps of Engineers (USACE) in 1960 due to a lack of historic integrity. Marine Stadium is significant as the first body of water engineered and constructed for the Olympic Games and for its specific association with the 1932 Olympics. The boundaries of Marine Stadium are contiguous with the waterway as delineated by the riprap shoreline, which is located within the Study Area, but outside of the Footprint. The Footprint extends into a parking lot bordering the top of the riprap shoreline and the force main would be installed approximately 50 feet from the riprap shoreline and no impacts to this resource are expected from use of the parking lot as a staging and laydown area. No previously recorded resources are present in the Footprint.

One historic-age (45 years and older) built environment resource was identified as a result of the survey: Sewer Lift Station S-7 (known historically as the Belmont Park Pump Station). The resource was evaluated for NRHP and CRHR and was recommended not eligible for listing in both. The reasons for this determination are described in detail in Appendix C.

A search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed with positive results. This is likely due to proximity to the historically known Native American village of Puvungna, which is located near the modern-day California State University, Long Beach campus, approximately 1 mile from the Project Footprint (see Appendix C).

Impact Analysis

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

As explained above, the existing Sewer Lift Station S-7 is a built environment resource of historic age and was therefore evaluated for historical significance; however, it was not found to retain sufficient integrity for listing in the NRHP or CRHR. Therefore, the property is recommended not eligible for listing.

The proposed force main alignment would occur in a parking lot adjacent to Marine Stadium, approximately 50 feet from the riprap shoreline; however, the force main would be buried and would cause no visual impacts or otherwise affect the integrity of the resource. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to California Code of Regulations §15064.5. No impact would result.

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

No evidence of archaeological cultural resources was observed in the Footprint. No previously recorded archaeological resources were identified within the Footprint as a result of the record search, with P-19-000231 (CA-LAN-231) being located outside the Footprint approximately 1,500 feet (450 meters) from the Footprint. Based on a review of historical maps and imagery, at the end of the nineteenth century the Study Area was located in Alamitos Bay. The area was reclaimed from the bay and underwent successive episodes of development in the early twentieth century. Given the original environmental setting and extent of historic disturbance in the Footprint, the potential for encountering buried archaeological materials within the Footprint during construction is considered low. Furthermore, the Project would take place within the existing road ROW and in areas that have been historically disturbed by road construction, utilities, and other urban development. Nevertheless, the potential for an unanticipated discovery does exist, and represents a potentially significant impact. **Mitigation Measures CUL-1 and CUL-2** are proposed to address the potential for inadvertent discovery of archaeological resources during construction through worker training, monitoring, and stop-work requirements. Implementation of these mitigation measures would reduce impacts to archaeological resources to a less than significant level.

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

No evidence of human remains or cemeteries was identified in the Footprint. As noted above, due to the extent and depth of previous ground disturbance throughout the Footprint, the potential for buried cultural resources, including burials, is limited. Therefore, the Project would not disturb any known human remains and impacts related to potential disturbance of human remains would be less than significant. **Mitigation Measure CUL-3** is proposed to formalize compliance with California Health and Safety Code §7050.5 in the event that human remains are inadvertently discovered during project construction activities. Implementation of **Mitigation Measure CUL-3** would reduce impacts to inadvertently discovered human remains to a less than significant level.

Mitigation Measures

Mitigation Measure CUL-1: Retention of Qualified Archaeologist and Worker Training

Prior to the issuance of a grading permit by the City of Long Beach, evidence shall be provided to the City and responsible agencies that a qualified archaeologist meeting the Secretary of the Interior's Standards for professional archaeology has been retained by the Applicant to conduct any required training, evaluation, or treatment of archaeological resources that might be encountered during implementation of the Project. As part of this, prior to the start of grading, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel must be informed of the types of archaeological resources that may be encountered (both prehistoric and historical), and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. LBUD (or the contractor) must ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. This documentation shall be made available to the City upon request.

Mitigation Measure CUL-2: Archaeological Resource and/or Tribal Cultural Resource Discovery and Treatment

In the event of the unanticipated discovery of archaeological or other cultural resources, whether discovered through Native American monitoring or not, all work activities in the area (within approximately 100 feet of the discovery) shall be halted or redirected until the discovery can be evaluated by a qualified archaeologist. Construction shall not resume until a qualified archaeologist has conferred with the City and responsible agencies and, in the case of prehistoric archaeological resources and tribal cultural resources, the Native American monitor, on the significance of the resource. If it is determined that the discovered archaeological resource and/or tribal cultural resource

is significant under CEQA, avoidance and preservation in place shall be the preferred manner of mitigation, pursuant to Public Resource Code §21083.2(b) and §21084.3. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Treatment Plan shall be prepared and implemented by a qualified archaeologist, in consultation with the City, that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource or cultural information in the event of a tribal cultural resource. The City shall also consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resources, beyond those that are scientifically important, are considered. Any evaluation and treatment shall be supervised by an individual or individuals that meet the Secretary of the Interior's Professional Qualification Standards.

Mitigation Measure CUL-3: Treatment of Human Remains

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

VI. Energy

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Setting

State and local plans and policies provide guidance and recommendations for renewable energy and energy efficiency. At the state level, the California Energy Commission is required to prepare a biennial report assessing energy issues facing the state. The report is developed in collaboration with interested parties and the results are delivered as the Integrated Energy Policy Report. The Final 2024 Integrated Energy Policy Report (IEPR) Update (Bailey et al. 2025) is the most current IEPR.

At the local level, the City of Long Beach General Plan Land Use Element includes strategies and policies for conserving and utilizing renewable energy sources (City of Long Beach 2019a). Specifically:

- Strategy Number 2: Promote efficient management of energy resources to reduce greenhouse gas emissions and the impacts of climate change by employing a full range of feasible means to meet climate goals.
- LU Policy 2-1: Promote the establishment of local green energy generation projects along with the infrastructure to support such projects.
- LU Policy 11-2: Provide for a wide variety of creative, affordable, sustainable land use solutions to help resolve air, soil and water pollution, energy consumption and resource depletion issues.

In addition, the City of Long Beach Climate Action Plan (CAP) (City of Long Beach 2022) outlines goals, objectives, and actions for energy efficiency and consumption. These include:

- Goal: Long Beach buildings are energy-efficient and our communities run on affordable, renewable electricity
- Objective: Increase the energy efficiency of existing buildings/facilities
- Objective: Buildings and facilities actively reduce air pollution as a component of a broader energy reduction strategy

A CAP Consistency Checklist was prepared for the Project and is included as Appendix D.

Impact Analysis

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

During construction of the Project, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control, powering electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. Construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, round-trip construction worker travel to the Project site,

and delivery and haul truck trips. Details regarding equipment type, usage hours, and hauling trips can be found in Appendix A. Construction activities would comply with CARB's "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling," which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel (CARB 2025a). Additionally, the Project would comply with the California Renewable Portfolio Standard and the Clean Energy and Pollution Reduction Act of 2015 (Senate Bill 350). Compliance with local, state, and federal regulations would reduce short-term energy demand during construction to the extent feasible, and Project construction would not result in wasteful or inefficient use of energy resources.

Energy consumption is not anticipated to increase during Project operation. Maintenance activities during operation would include systematic repairs to the sanitary sewer system and infrastructure, as well as operation of the generator once a month. Outside of these maintenance checks, the generator would only be operated in the unlikely event of an emergency. Energy use associated with these maintenance activities would involve the use of electric or gas-powered equipment. The Project does not require the use of equipment that would be more energy intensive than is used for comparable activities or involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies. Therefore, a less than significant impact would occur.

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

The Project would be built and operated in accordance with existing, applicable regulations, which include, but are not limited to, LBUD's *Standard Drawings*, *Design Criteria for Potable Water Distribution System*, and *Design Criteria for Sanitary Sewer Facilities*; the California Green Building Standards Code; and CARB regulations. Construction equipment and operation equipment would be maintained to allow for continuous energy-efficient operations. The Project would therefore not conflict with any state or local plan for energy efficiency. Thus, impacts would be less than significant.

VII. Geology and Soils

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

Environmental Setting

Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California. Wherever an active fault exists, it has the potential for surface rupture. No active faults are known to cross the Footprint. The nearest Alquist-Priolo earthquake fault zone to the Project is the Reservoir Hill Fault, located approximately 0.5 mile northeast and part of the larger Newport-Inglewood Fault Zone (California Geological Survey 2025a).

A geotechnical report was prepared for the Project and is included as Appendix E. The report states that the potential for surface fault rupture at the site is considered to be low; however, lurching or cracking of the ground surface is possible as a result of nearby seismic events.

Liquefaction typically occurs when a saturated or partially saturated soil becomes malleable and loses strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. The Footprint is in a California Geologic Survey Liquefaction Zone (California Geological Survey 2025a).

Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to their high clay content, expansive soils expand with the addition of water and shrink when dried. The City's General Plan Seismic Safety Element (City of Long Beach 1988) identifies four predominant soil profiles within the City, referred to as Profiles A through D. The majority of the Project site is underlain by Profile A (predominantly man-made fill areas consisting of hydraulic fills, assorted man-made fills, and soils of questionable origin), with a small section near the proposed force main connection underlain by Profile D (predominantly granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths). Based on this information, soils in the Footprint have a low potential to be expansive.

Impact Analysis

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

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

The Project does not involve any activities that would increase the potential to expose people or structures to the rupture of a known earthquake fault. The Project is typical of urban environments and would not involve deep excavation or otherwise create unstable seismic conditions. Therefore, no impact would occur.

ii) Strong seismic ground shaking?

The Project does not include activities that would increase the potential to expose people or structures to the adverse effects involving strong seismic ground shaking. Impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Because the Project is in a California Geologic Survey Liquefaction Zone, potentially significant impacts, including ground failure, could occur in the Footprint. With the implementation of site-specific design recommendations (as detailed in Appendix E), impacts related to liquefaction would be reduced to a less than significant level.

iv) Landslides?

The Footprint is relatively flat and is not adjacent to slopes or hillsides that could be potentially susceptible to landslides. Therefore, no impacts would occur.

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

The Project would be subject to the National Pollutant Discharge Elimination System (NPDES) stormwater program, which requires obtaining coverage under the State Water Resources Control Board's General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit; Order 2009-0009-DWQ). Construction activities that could expose soils to erosive forces include clearing, grading, and disturbances to the ground such as stockpiling and excavating. The Construction General Permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). Implementation and compliance with the Construction General Permit, including preparation of an SWPPP

and implementation of BMPs, would reduce soil erosion impacts; therefore, short-term construction impacts associated with soil erosion would be less than significant.

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

The California Earthquake Zones of Required Investigation map indicates that the site is located within an area considered to be susceptible to seismically induced liquefaction (California Geological Survey 2025a). However, the Project does not involve activities that would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential.

As required by the Seismic Hazard Mapping Act, a site-specific geotechnical investigation must be conducted for sites within a designated seismic hazard zone prior to development. This was completed in 2023 and is included as Appendix E; therefore, potentially significant impacts related to geologic stability would be reduced to a less than significant level.

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

Expansive soils could exert additional pressure on buried structures, producing shrinkage cracks that would allow water infiltration and compromise the integrity of backfill material. Soil expansion or contraction could lead to undue lateral pipeline stress and stress of structural joints. Over time, lateral stresses could lead to pipeline rupture or leaks in the coupling joints. However, standard engineering practices dictate that expansive soil materials would be identified and replaced by non-expansive engineered fill material. These practices would be conducted under the supervision of a licensed geotechnical or civil engineer. Additionally, **Mitigation Measure GEO-1** requires isolation valves or similar devices in the pipeline to prevent wastewater discharge in the event of a pipeline rupture. With implementation of **Mitigation Measure GEO-1**, potentially significant impacts related to direct or indirect risk to life or property due to expansive soils would be reduced to a less than significant level.

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

The Project would not require septic tanks or any other alternative wastewater disposal system. All flow from S-7 would be conveyed through LBUD's existing sewer system for treatment and disposal in compliance with LACSD's NPDES permit. Therefore, no impacts associated with the adequacy of soils and septic systems would result.

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

The Footprint is underlain by shallow fill overlying marine shelf deposits. No unique geologic features exist on the Project site. The Project would not involve deep levels of excavation during trenching. In general, pipe trenches would be 4 to 6 feet deep. In addition, installation of the wet well would require excavation up to 30 feet deep. While unlikely, there is potential to encounter a unique paleontological resource, a potentially significant impact. Implementation of **Mitigation Measure GEO-2** would reduce the impact to less than significant by including requirements to stop work and conduct further investigations in the event of a paleontological discovery.

Mitigation Measures

Mitigation Measure GEO-1: Incorporate Pipeline Failure Contingency Measures

Isolation valves or similar devices shall be incorporated into the Project to prevent significant losses of wastewater discharge in the event of pipeline rupture. The specifications of the isolation valves will conform to the Uniform Building Code (UBC), American Water Works Association (AWWA), and LBUD standards.

Mitigation Measure GEO-2: Inadvertent Discovery Clause

In the event that a paleontological resource is exposed during construction activities, all construction work occurring within 100 feet of the find shall immediately stop until a qualified paleontologist meeting the professional standards of the Society of Paleontology can evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery is clearly not significant, the paleontologist may document the find and allow work to continue. If the discovery proves potentially significant under CEQA, additional work, such as preparation of a paleontological treatment plan (including preservation and removal of the resource) and monitoring in the area of the find, may be warranted.

VIII. Greenhouse Gas Emissions

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Environmental Setting

Human-produced greenhouse gas (GHG) emissions are created primarily by the burning of fossil fuels for energy. These anthropogenic GHG emissions are widely accepted in the scientific community as contributing to climate change (Intergovernmental Panel on Climate Change [IPCC] 2023). Because GHGs (primarily carbon dioxide, methane, and nitrous oxide) persist and mix in the atmosphere, emissions anywhere in the world affect the climate everywhere in the world. Consequently, GHG emissions contribute to climate change at a global scale rather than at a local or regional Project-specific scale associated with criteria pollutants.

The California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) established a comprehensive program of regulatory and market mechanisms to achieve reductions in GHGs that are quantifiable and cost-effective. The act directs responsibility for monitoring and reducing GHG emissions to the CARB. Among the most significant components of the act is the requirement to reduce carbon emissions in California to 1990 levels by 2020. The state achieved this goal by 2016. Senate Bill 32 and *California's 2017 Climate Change Scoping Plan* (CARB 2017) set a new GHG reduction target for 40 percent below 1990 levels by 2030. The *2022 Scoping for Achieving Carbon Neutrality* (2022 Scoping Plan) (CARB 2022) was adopted by CARB in November 2022 and outlines a pathway to reaching carbon neutrality by 2045.

As stated in Section 3.III, Air Quality, SCAQMD has adopted CEQA air quality guidance that includes quantitative thresholds of significance and has recommended mitigation measures for criteria air pollutants. However, SCAQMD has not established thresholds of significance for GHGs with regard to land use projects or construction. The last action by the SCAQMD Governing Board was from December 2008, when the board adopted an interim GHG significance threshold for industrial (stationary source) projects where SCAQMD is the lead agency. For the purposes of this analysis, GHG emissions are disclosed for informational purposes and compared to the 10,000 MTCO_{2e}/year threshold, which is SCAQMD's threshold for industrial facilities, for reference only. The City of Long Beach developed a CAP in August 2022 which sets a goal for net zero emissions by 2045 (City of Long Beach 2022). The Project was evaluated for consistency with SB 32, CARB's 2022 Scoping Plan, and the City's CAP.

Impact Analysis

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

The Project would generate GHG emissions during construction from the following: use of construction equipment; truck trips associated with hauling of pipe, concrete, and other construction materials; and vehicle trips associated with the commute of construction workers. Construction GHG emissions from the Project have been estimated based on the construction schedule, phasing, labor, and equipment projections presented in Section 2, Project Description. The Project-specific data was populated into the CalEEMod version 2022.1.1.30. The CalEEMod inputs, assumptions, and outputs are presented in Appendix A. Total

² MTCO_{2e} = Metric tons of carbon dioxide equivalent.

construction GHG emissions from the Project are estimated to be approximately 457 MTCO₂e. Amortized over 30 years, construction GHG emissions would be approximately 15 MTCO₂e/year. The Project's GHG emissions during construction would be well below the 10,000 MTCO₂e/year reference threshold considered for this analysis (see Appendix A for details). Therefore, impacts during construction would be less than significant and no mitigation would be required.

Once construction is complete, operation and maintenance of the pipeline and sewer lift station would include systematic repairs to the sanitary sewer system and belowground infrastructure, as well as operation of the generator every 2 weeks. Outside of these maintenance checks, the generator would only be operated in the unlikely event of an emergency. It is assumed that no heavy-duty diesel trucks would be used and that worker trips would be limited to 10 or fewer one-way trips per day. Because energy consumption is not anticipated to increase during Project operation, associated GHG emissions would be comparable to existing conditions and would not be substantial (see Appendix A for details). Therefore, there would be a less than significant impact to GHG emissions during operations and no mitigation would be required.

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

As discussed under a) above, the Project's construction GHG emissions would not exceed the reference threshold. As previously described, the Project would not generate additional GHG emissions compared to existing conditions during operation. As a result, the Project would not conflict with the State's goals of reducing GHG emissions to 40 percent reduction below 1990 levels by 2030, as noted in SB 32, and achieving carbon neutrality by 2045, as noted in the 2022 Scoping Plan. Further, the Project does not include components that would conflict with implementation of the CAP to achieve net zero emissions by 2045 and is consistent with the CAP consistency review checklist. Therefore, the Project would not conflict with any state or regional GHG emission reduction goals, resulting in no impact. No mitigation would be required.

IX. Hazards and Hazardous Materials

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

Environmental Setting

A Phase I Environmental Site Assessment (ESA) was conducted for the Project and is included as Appendix F. The Phase I ESA included a regulatory records search for the Project footprint and a quarter-mile buffer to identify any potential sites included on a list of hazardous materials databases compiled pursuant to Government Code Section 65962.5 (Appendix F). The results of the records search indicated that there are no federal or state database listing records located in the Footprint; however, there are two listed active 12,000-gallon underground storage tanks containing regular unleaded and diesel fuel at the City of Long Beach Fire Station 14, northeast of the Project. Given the location of the tanks with respect to the direction of groundwater flow, and that no known releases have occurred, this facility is not considered an environmental concern to the Project.

The Phase I ESA identified two recognized environmental conditions (RECs), which indicate the presence or likely presence of hazardous substances or petroleum products in, on, or at a property. These RECs are summarized below. See Appendix F for details.

- The historical presence of railroad tracks formerly operated by the Pacific Electric Railway traversed the southern end of the subject property from northwest to southeast from the mid-1920s through the early 1950s presents a potential for contamination in shallow soil resulting from leaks or spills from the railcars or historic application of surface chemicals during railroad operations.
- There is a vapor encroachment condition to the S-7 property due to the historical railroad operations which took place. A vapor encroachment condition indicates the potential for hazardous chemical vapors to migrate from contaminated soil or groundwater into nearby buildings.

The Footprint is within a mapped methane gas mitigation zone (see Appendix F). Methane gas mitigation zones include sites immediately surrounding gas sources where testing and sometimes mitigation are required.

There are three schools located in the vicinity of the Footprint. These schools are listed below:

- Rogers Middle School – 365 Monrovia Avenue, Long Beach
- Lowell Elementary School – 5201 E Broadway, Long Beach
- Lagoon Playgroup (Preschool) – 5119 E Colorado Street, Long Beach

The Footprint is approximately 3 miles south of Long Beach Municipal Airport Daugherty Field and approximately 4 miles southwest of the Joint Forces Training Base Los Alamitos Airport. The Footprint does not intersect with an Airport Influence Area (County of Los Angeles Airport Land Use Commission 2018).

Based on a review of disaster route maps for the Los Angeles County Operational Area, the Project would be located in Area F of the Long Beach and Signal Hill Evacuation Map, of which Pacific Coast Highway, E 2nd Street, and E Livingston Street are designated as nearby disaster routes. Construction and operation of the Project would not impede or limit access to any disaster route. The applicable emergency operation plan for the Footprint is the City of Long Beach Emergency Operations Plan (City of Long Beach 2015).

Impact Analysis

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

Project construction would involve the incidental transport and use of small quantities of common hazardous materials to operate construction equipment, such as oils, lubricants, and fuels, as well as construction materials such as asphalt and concrete. Hazardous materials would be handled in limited quantities and stored at the designated staging areas (shown on Figure 2-2), which would be restricted from public access and located away from environmentally sensitive areas. If used, transported, and stored or disposed of properly, these materials do not pose a substantial risk or hazard to the public or the environment.

State hazardous waste regulations are contained primarily in Title 22 of the California Code of Regulations. The California Occupational Health and Safety Administration (OSHA) has developed rules and regulations regarding worker safety around hazardous and toxic substances. Potential impacts associated with the routine transport, use, or disposal of hazardous materials would be limited to construction activities. Given the age of the existing S-7 structure, there is the potential for lead-based paint (LBP), asbestos-containing materials (ACM), and polychlorinated biphenyls (PCBs) to be present (see Appendix F). Construction activities could disturb the presence of these materials and result in a significant impact without mitigation. In addition to complying with applicable OSHA and local regulations, Project related demolition would be required to comply with **Mitigation Measure HAZ-1**.

Project operations and maintenance would require infrequent use of very limited amounts of hazardous materials in accordance with the LACSD Sewer System Management Plan and the Greater Los Angeles

County Integrated Regional Water Management Plan (LACSD 2025a, Los Angeles County 2017). Impacts would be less than significant with mitigation incorporated.

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

Accidental spills or releases of hazardous materials during Project construction could potentially result in the exposure of workers, the public, and the environment to hazardous materials. However, as discussed in Threshold (a) above, Project activities would only require use of minor amounts of hazardous substances during construction, and construction would be subject to the preparation of a Health and Safety Plan or Hazardous Materials Management Plan.

Long-term operation and maintenance of S-7 and the sewer force main does not pose a significant hazard to the public. Therefore, impacts would be less than significant.

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

There are two (2) schools within one-quarter mile of the Project. The Project would not be located on a known hazardous materials site; however, as discussed in Section 3.III, Air Quality, the Project would generate criteria air pollutant emissions and TACs during construction from the operation of heavy-duty construction equipment and diesel engines; truck trips associated with the hauling of steel, concrete, and other construction materials; and vehicle trips associated with commute of construction workers. However, emissions of DPM would be minimal and would not exceed SCAQMD localized significance thresholds. The very low level of emissions, coupled with the short-term duration of construction activity next to any one receptor, would result in an overall low level of DPM concentrations in the Footprint. Compliance with the CARB airborne toxic control anti-idling measure (Title 13, CCR, §2485), which limits idling to no more than five (5) minutes at any location for diesel-fueled commercial vehicles, would further minimize DPM emissions in the Footprint. As such, impacts would be less than significant.

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

As provided in the Phase I ESA (Appendix F), there are no indications of sites subject to corrective action or designated as hazardous waste property in the Study Area. However, as indicated by the RECs documented in the Phase I ESA, there is a potential for accidental discovery of undocumented soil or groundwater contamination. Additionally, as discussed above, the Project would be located in a methane gas mitigation zone, which indicates the potential for subsurface methane gas to be present. The Project would comply with City of Long Beach Municipal Code Chapter 18.79, as added by Ordinance No. ORD-21-0019, which requires pre-construction evaluation of methane hazards and mitigation of methane hazards, if one exists, depending on the severity of the hazard.

If hazardous soil or groundwater is discovered during construction, there is the potential for exposure to construction workers or the public. The magnitude of impact would depend on the nature and extent of any contaminated areas encountered during construction, and the subsequent handling and management of contaminated substances. This would be considered a significant impact. Implementation of **Mitigation Measure HAZ-2** would reduce the impact to a level less than significant. **Mitigation Measure HAZ-2** requires halting work and developing and implementing a plan to remediate the contamination and properly dispose of the contaminated material if hazardous substances are encountered.

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

As stated above, the Footprint does not intersect with any airport land use plan and it is not within 2 miles of a public airport or public use airport. Additionally, the Project does not involve new noise-sensitive land uses or safety hazards. No impact would result.

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

Operation of the Project would not impede or limit access to any designated disaster route. However, construction activities could interfere with evacuation of the community by reducing residential access as described under Section 3.XVII, Transportation.

As discussed in Section XVII, implementation of **Mitigation Measure TR-1** would be required. **Mitigation Measure TR-1** requires the preparation and approval of a standard traffic control plan (TCP) and coordination with emergency service providers prior to construction. These measures would allow emergency service providers to anticipate any closures or access restrictions in the event of an emergency.

Additionally, impacts would be limited in duration to the construction phase of the Project. Therefore, implementation of **Mitigation Measure TR-1** would reduce the impacts to a less than significant level.

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

The Project is located in an urban setting. No large, undeveloped areas, forests, or brushland are located in or near the Footprint. Therefore, there would be no impact to people or structures involving wildland fires. See Section 3.XX, Wildfire, for additional information.

Mitigation Measures

Mitigation Measure HAZ-1: Pre-Demolition Investigation

Prior to the demolition of any structures, a survey shall be conducted for the presence of hazardous building materials, such as ACM, LBP, and PCBs. An asbestos survey signed by a Certified Asbestos Consultant shall be prepared prior to any demolition or renovation in accordance with Rule 1403 (d)(1)(A) of the SCAQMD. The results of this survey shall be submitted to LBUD, and applicable stakeholders as deemed appropriate by LBUD, and the survey report shall be submitted to the SCAQMD with an application for a Rule 1403 permit. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities.

Mitigation Measure HAZ-2: Accidental Discovery of Undocumented Soil and/or Groundwater Contamination

If unidentified contaminated soil and/or groundwater are encountered, or if suspected contamination is encountered during any construction activities, work shall be halted in the area of potential exposure immediately, the lead agency will be notified, and the type and extent of contamination shall be identified. A qualified professional, in consultation with appropriate regulatory agencies, will then develop and implement a plan to remediate the contamination and properly dispose of the contaminated material.

See **TR-1** under Section 3.XVII, Transportation.

X. Hydrology and Water Quality

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

Environmental Setting

The Project is located within the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB) and is subject to the Los Angeles Region Basin Plan. The Project is in the Los Cerritos Channel and Alamitos Bay Water Management Area (WMA) of the San Gabriel River watershed. The San Gabriel River watershed drains approximately 640 square miles from Los Angeles, Orange, and San Bernardino Counties (Los Angeles County Department of Public Works 2024).

Due to the relatively close proximity of the Project site to Alamitos Bay, the depth to groundwater may vary due to tidal fluctuations. Regional maps indicate that the historic high groundwater at the site is approximately 10 feet below the ground surface (see Appendix E).

As described under the Project Description (Section 2, Project Description), wastewater from S-7 is discharged to the existing LBUD sewer system. LBUD collects wastewater from its sewer shed and transports that wastewater to the LACSD regional trunk lines. A portion of the wastewater collected by LBUD is delivered to the A.K. Warren Water Resource Facility in the City of Carson, and the remainder is delivered to the Long Beach Water Reclamation Plant.

Flows from S-7 vary both diurnally and seasonally. In recent years, the estimated maximum daily average was recorded in the month of January 2017 at approximately 94 gpm (LBUD 2024), and the highest peak flow time was recorded January 22, 2017, at approximately 811 gpm. The proposed S-7 improvements would provide a total pump capacity of 860 gpm.

The Footprint is in a tsunami hazard area as identified by the California Geological Survey and Governor's Office of Emergency Services (California Geological Survey 2025b). According to the Seismic Safety Element of the Long Beach General Plan (City of Long Beach 1988), the risk of tsunamis and seiches affecting the Footprint is considered to be low. The proposed force main alignment overlaps slightly with Federal Emergency Management Agency (FEMA) designated Special Flood Hazard Area Zone AE, which is subject to inundation during the 100-year storm event; however, the S-7 site and proposed force main alignment fall outside of this zone (Figure 3-3).

A sea level rise study was prepared for the Project and is included as Appendix G. The study analyzed tides, flood maps, and future sea level rise by compiling and reviewing publicly available data, flood maps, and guidance documents. Based on elevation data from the geotechnical report and the sea level rise study, the S-7 site is at an elevation of approximately 10 feet above the North American Vertical Datum of 1988 (NAVD88). The existing base flood elevation is approximately 8 feet above NAVD88. Table 3-5 below shows the projected base flood elevations for three sea level rise scenarios: Intermediate, Intermediate-High, and High. These scenarios describe the likelihood of SLR amounts occurring in the future by considering SLR drivers including future warming and GHG emissions.

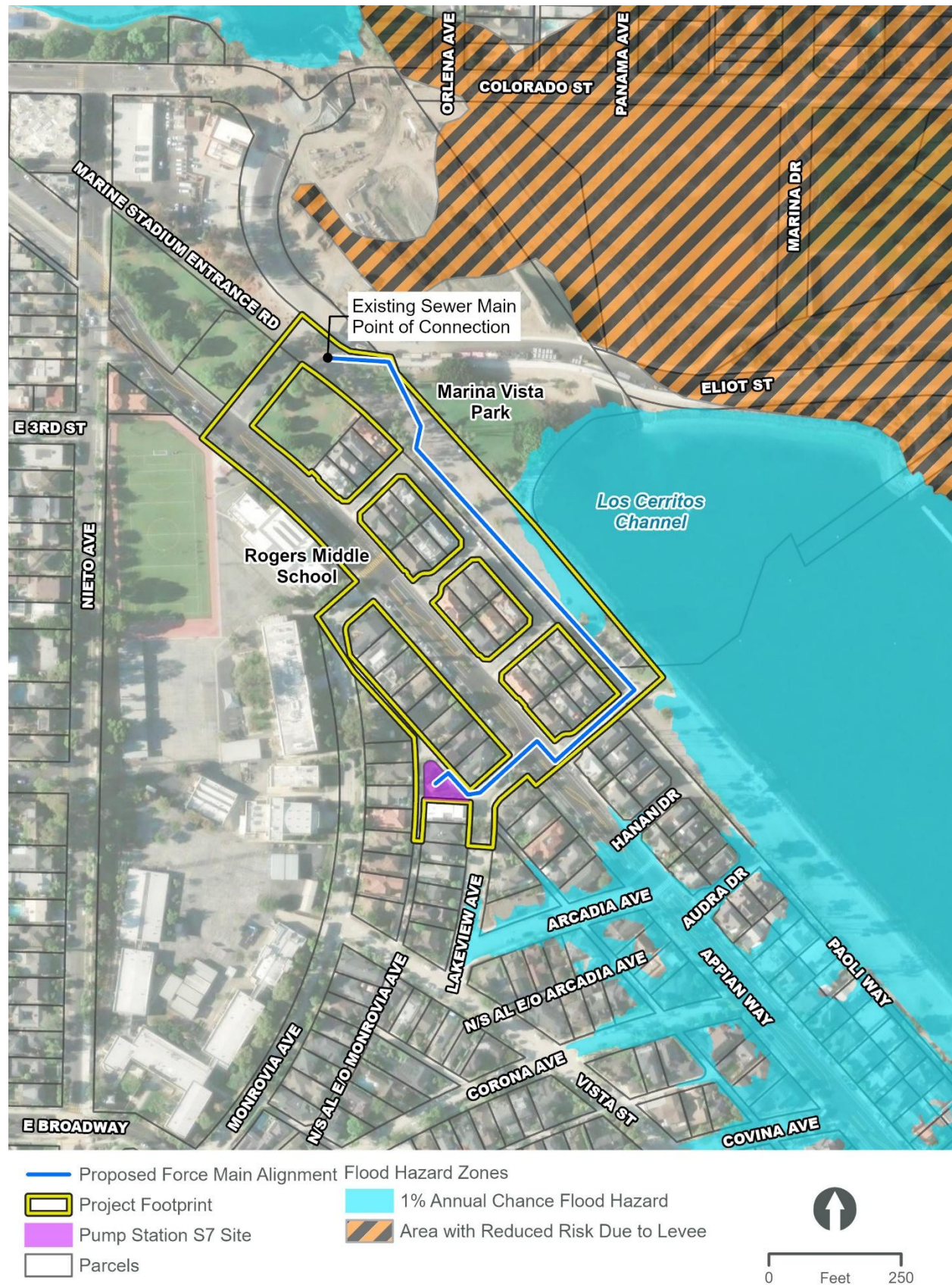
In addition to the project-specific sea level rise analysis, the City's SEASP, as amended, identifies projected inundation areas resulting from future sea level rise in the SEASP area. As provided in Appendix G, the force main component of the Project is not identified in an area subject to inundation by 2060 (City of Long Beach 2021). However, according to Figure 9-6 of the SEASP, the force main and existing sewer trunk connection are located within areas subject to inundation by 2100 (City of Long Beach 2021).

Table 3-5. Future-Projected Flood Elevations in Feet Above NAVD88 for the Years 2050, 2075, and 2100

Year	Intermediate	Intermediate-High	High
2050	8.7	8.9	9.1
2075	9.4	10.5	11.3
2100	10.8	12.5	14.3

The City's CAP (City of Long Beach 2022) and the State of California Sea Level Rise Guidance (California Sea Level Rise Science Task Force et al. 2024) recommend planning based on the worst-case projections for midcentury and middle-to-worst case projections for end-of-century. By these recommendations, the base flood elevation is anticipated to be up to 9.1 feet in 2050 and between 10.8 and 14.3 feet in 2100 (Appendix G).

Figure 3-3. FEMA 100-Year Flood Zone



Impact Analysis

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

Construction of the Project would require site clearing, utility relocation, trench excavation, sitework, paving and striping, and landscaping. During construction, surface water quality could potentially be affected by loose soils, debris, construction wastes, and fuels that could be carried off site by surface runoff, to local storm drains or Alamitos Bay.

Ground-disturbing activities could encounter the shallow water table. If the water table is encountered, dewatering would be necessary. The quantity of water is unknown and would be influenced by the local shallow aquifer character, the depth of excavation, and the duration that subsurface work is conducted. If required, any groundwater withdrawn from the construction areas would be subsequently discharged to the local sanitary sewer system. These discharges may contain sediments, dissolved solids, salts, and other water quality contaminants found in the shallow groundwater, which could degrade the quality of receiving waters.

With the implementation of **Mitigation Measure HYD-1**, the Project would comply with the requirements of the SWPPP, which would minimize surface disturbance, stabilize and protect disturbed areas, and reduce runoff velocities. With implementation of **Mitigation Measure HYD-1**, impacts would be less than significant.

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

The Project would be served by available water supply and would not deplete groundwater supplies or interfere with groundwater recharge. No groundwater wells would be installed and the Project would not directly or indirectly withdraw groundwater during construction or operations. Limited dewatering may be required for the sewer lift station improvements and force main installation as discussed under Threshold (a); however, this would not decrease groundwater supplies or groundwater recharge. Impacts would be less than significant.

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

i) result in substantial erosion or siltation on- or off-site;

The Footprint is urban and consists primarily of impervious surfaces (such as pavement and roofs). The Project would involve minor increases in impervious areas on the S-7 site; however, this area would be 300 square feet or less. The sewer force main would be underground and would not alter drainage patterns or increase erosion. Therefore, the long-term impacts would be less than significant. Short-term construction impacts are potentially significant; however, with implementation of **Mitigation Measure HYD-1**, stormwater pollution prevention measures as detailed in the SWPPP would reduce pollutants. The Project would not substantially alter existing drainage patterns or result in off-site siltation and impacts would be reduced to less than significant.

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

The S-7 improvements would result in a minor increase in impervious areas as discussed above; however, this increase would not substantially increase runoff or increase flooding risk. The Project would avoid Alamitos Bay and it would not impede or redirect flood flows. Therefore, impacts would be less than significant.

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

The Project would comply with federal, state, and local regulations related to stormwater drainage and runoff. An SWPPP would be prepared to minimize the discharge of pollutants during construction. No substantial increase of runoff would occur. Compliance with the SWPPP would minimize runoff effects. Impacts would be less than significant.

iv) impede or redirect flood flows?

See response to c(ii); the Project would not impede or restrict flood flows and impacts would be less than significant.

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

As discussed above and shown on Figure 3-3, the Footprint partially overlaps with the FEMA-designated 100-year flood zone. According to the sea level rise projections presented in Table 3-5, the S-7 site is

projected to be below the future base flood elevation as projected by the State of California for 2100 (Appendix G). The Project is also in a Tsunami Hazard Area, but the risk of pollutants due to Project inundation is low based on their placement underground. While sewer and water systems can be affected by flooding associated with storm and tsunami events, the proposed sewer force main would maintain required lateral and vertical separations from potable water lines and existing and proposed isolation valves in the LBUD sewer system would minimize the risk of any pollutant release if the pipeline became damaged.

As provided in Appendix G, the Project components would be designed to withstand inundation or be placed above the future-projected base flood elevation of 10.8 feet above NAVD88 according to their operational life. Although some of the auxiliary electrical components may remain below the 2075 intermediate-high projection of 10.5 feet; based on the expected lifespan (15-20 years) of the electrical equipment, physical replacement would be required several times prior to 2075. For those components, the Project design would accommodate the physical space and capacity to elevate in the future, as required. Flooding may result in minor aesthetic damage to the proposed generator building, but it is not expected to cause critical structural damage that would affect the function and reliability of the local wastewater collection system (Appendix G).

The proposed sewer force main would be contained underground and designed to avoid inflow and infiltration during such events based on its existing susceptibility as illustrated in Figure 3-3. During long-term maintenance of the existing force main in conjunction with LBUD's Sanitary Sewer Management Plan (SSMP), a decision would be made to abandon the existing force main based on future condition assessments. Once these condition assessments conclude that the existing force main has reached the end of its operational life, the existing force main would be decommissioned, abandoned in place, and filled with a concrete slurry material. This would prevent any future leakage into the surrounding groundwater. The proposed force main would be constructed of a monolithic, HDPE pipe that would have no joints that could contribute to leakage over the long-term operational life span of the proposed force main.

In the long term and consistent with the City's SEASP Coastal Hazard Policy 9, the City may consider further elevating electrical equipment depending on the future progression of SLR and other planned City regional infrastructure improvements. Based on these considerations, the Project would not exacerbate existing flood inundation hazards nor create new inundation hazards that could increase the risk of releasing pollutants. Therefore, impacts would be less than significant.

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

The Project would not substantially degrade water quality, significantly deplete groundwater supplies, or interfere with groundwater recharge, or otherwise conflict with the Los Angeles Region Basin Plan. Therefore, no impact related to the Basin Plan would result.

Mitigation Measures

Mitigation Measure HYD-1: Prepare Stormwater Pollution Prevention Plan

An SWPPP will be prepared for Project construction in accordance with the NPDES Construction General Permit (Order 2022-0057-DWQ) requirements. A Qualified Stormwater Developer (QSD) shall develop the SWPPP, and a Qualified Stormwater Practitioner (QSP) shall implement the measures as delineated in the SWPPP. The objectives of the SWPPP are to identify sources of pollution associated with construction activity and project operations that may affect the quality of stormwater runoff that could discharge from the site and to design and implement stormwater pollution prevention measures to reduce pollutants.

XI. Land Use and Planning

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐

Environmental Setting

The Project is located within the jurisdictional boundaries of the City of Long Beach General Plan and City of Long Beach Southeast Area Specific Plan. Zoning in the Footprint is Public ROW, Residential, Institutional, and Specific Plan (see Figure 3-4). The Project is also located in the California Coastal Zone (see Figure 3-5).

Impact Analysis

a) Physically divide an established community?

The physical division of an established community typically refers to the construction of a linear feature (such as an interstate highway or railroad tracks) or the removal of a means of access (such as a local road or bridge) that would impact mobility within an existing community or between a community and outlying area. The S-7 improvements would be contained within the existing S-7 property. Although the new force main alignment would be a linear feature, it would be constructed below grade and contained in the existing ROW. Therefore, the Project would not physically divide an established community.

Construction would temporarily disrupt existing land uses and limit access to certain areas, in particular the Belmont Park neighborhood. During certain phases of construction such as trench excavation and sitework, temporary road closures may be required which may limit circulation and connectivity as described under Section 3.XVII, Transportation.

However, construction of the Project would be temporary, and these impacts would result over a duration of approximately 12 months. Once the new infrastructure has been constructed, surfaces that were disturbed would be restored to previous conditions and no physical structures would block, restrict, or otherwise divide an established community. Therefore, impacts would be less than significant.

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

Consistency With Land Use Plans

Each plan or plan element was reviewed in determining consistency with the Project (see Table 3-6).

Figure 3-4. Project Footprint Zoning Designations



Figure 3-5. Coastal Zone Boundary

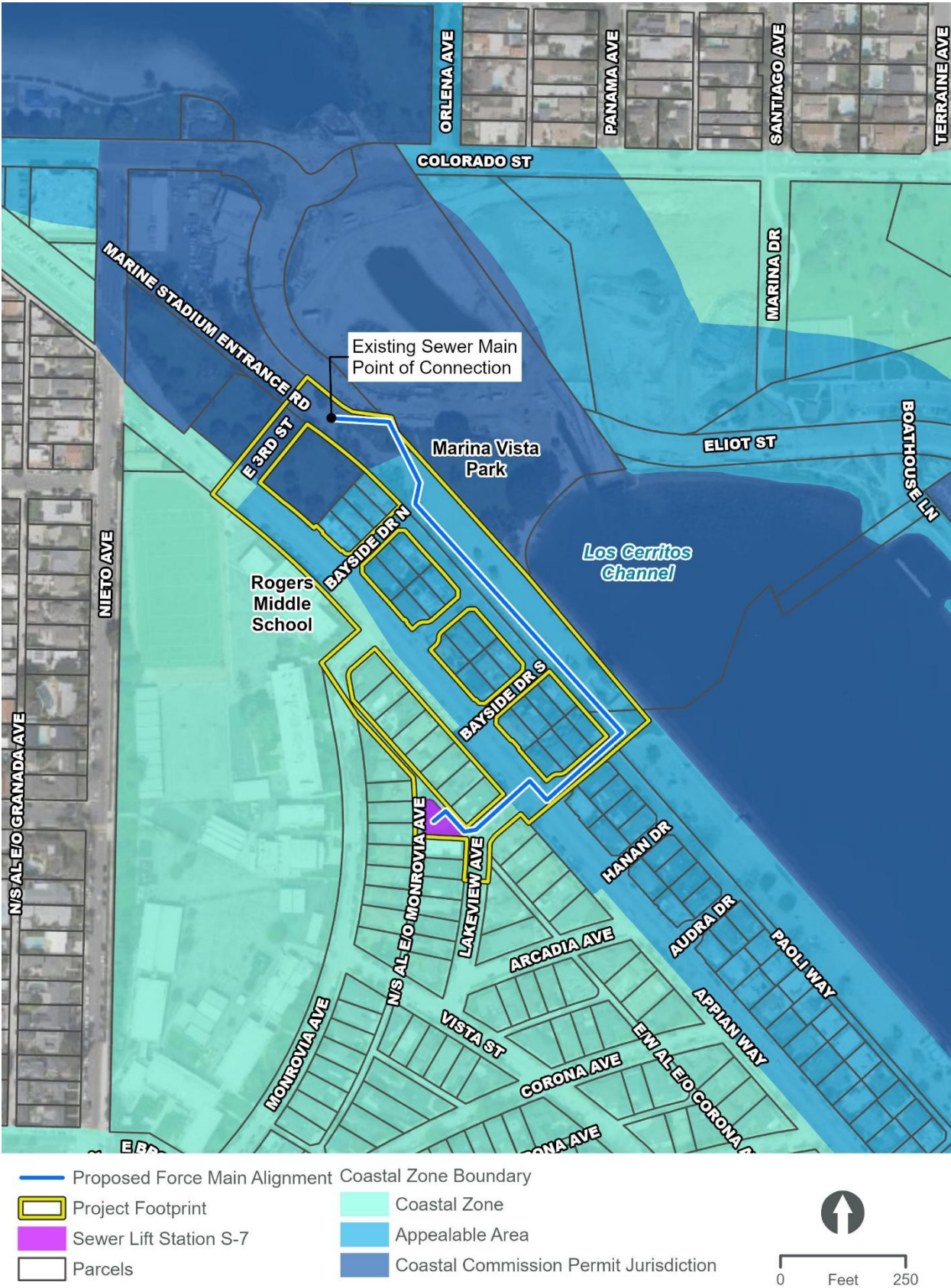


Table 3-6. Land Use Plans and Consistency with the Project

Planning Document	Policy	Consistency With the Project
<i>City of Long Beach General Plan</i>		
Air Quality Element, Part 1 and Part 2	The City of Long Beach General Plan's Air Quality Element was last adopted in 1996. Its main objectives include: establish policy that will guide future land use and transportation decisions in the city; implement regional air quality plans; heighten awareness of air quality efforts and impacts in the community; and promote greater collaboration among all levels of government to solve air quality problems.	Consistent. The Project would not conflict with the implementation of the City of Long Beach General Plan's Air Quality Element because it would not substantially increase vehicle trips or any resulting emissions in the long term. As discussed under Section 3.III. Air Quality, the Project would not exceed the SCAQMD construction thresholds for criteria air pollutant emissions. Construction emissions would be controlled by rules and regulations from CARB and SCAQMD to limit fugitive dust and exhaust from idling.
Conservation Element	The City of Long Beach Conservation Element is directed towards recognizing natural resources and areas of special interest. It includes goals related to soils, water, marine biota, mineral resources, wildlife and vegetation, habitats, and planning.	Consistent. The Project would not affect open space or natural coastal resources identified in the Conservation Element, nor does it conflict with the goals related to conservation practices.
Historic Preservation Element	The City of Long Beach Historic Preservation Element outlines a vision for future historic preservation efforts and action needed to achieve the vision.	Consistent. As discussed under Section VI. Cultural Resources, the Project would not alter historic properties or historic districts or otherwise impede the City's ability to fulfill State Office of Historic Preservation requirements. The Project is consistent with the City of Long Beach Historic Preservation Element.
Housing Element	The City of Long Beach Housing Element assess housing needs in the City and establishes a plan for meeting housing demands for all income levels.	Consistent. The Project would not affect housing availability or the City's ability to implement housing solutions. Improvements to existing infrastructure would support Goal No. 5: Retain and Improve the Quality of Existing Housing and Neighborhoods. The Project is consistent with the City of Long Beach Housing Element.

Planning Document	Policy	Consistency With the Project
Land Use Element ³	The City of Long Beach General Plan, Land Use Element, states: “New infrastructure or capital projects shall be examined for consistency on the bases of their ability to implement the goals, objectives and policies of the Land Use Plan” and “Environmental documentation (including environmental impact reports and statements, mitigated and negative declarations and addendums) are considered consistent when the project approvals and findings conform with the goals and policies of this Land Use Element.” The 2019 Land Use Element establishes 14 primary “PlaceTypes” that would divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. Each PlaceType is defined by unique land use, form, and character-defining goals, policies, and implementation strategies tailored specifically to the application of that PlaceType within the City.	Consistent. No land use changes are proposed under the Project, and urban development patterns would remain unchanged. The Project improvements would facilitate reliable wastewater collection service for the surrounding development, thereby supporting Goal No. 7: “Provide reliable public facilities and infrastructure to encourage investment.” The Project is primarily located in the Founding and Contemporary Neighborhood PlaceType and a portion of the force main alignment would be in the Open Space PlaceType. The Project would not conflict with the allowed uses, development patterns, transitions between land uses, accessibility, or general parking principles of these PlaceTypes. The Project is consistent with the City of Long Beach Land Use Element.
Mobility Element	The City of Long Beach Mobility Element provides goals and strategies for improving the mobility of critical resources such as water and energy. Strategy No. 19 states: “Promote well-maintained water, wastewater, and stormwater infrastructure systems that serve the demands of existing and future residents and businesses while mitigating environmental impacts.”	Consistent. The Project would not change the existing transportation system, nor would it change the mobility of people or goods once constructed. During construction, short-term impacts regarding the mobility of people would result as described under Section 3.XVII, Transportation. However, these impacts are not in conflict with the goals, strategies, or policies of the Mobility Element. The Project would support mobility of resources as outlined in Strategy No. 19. The Project is consistent with the City of Long Beach Mobility Element.

³ The Local Coastal Program utilizes the 1989 Land Use Element of the General Plan rather than the Land Use Element adopted in 2019, as the 2019 Land Use Element has not yet been certified by the CCC. As identified in the 1989 Land Use Element, areas within the Study Area are designated as Land Use Designation (LUD) 1 – Single Family, LUD 7 – Mixed Uses, LUD 10 – Institutions/Schools and LUD 11 – Open Space/Parks (Long Beach 1989). The Project is consistent with the land uses designated in both the 1989 Land Use Element and the 2019 Land Use Element. Upon certification of the 2019 Land Use Element for properties in the Coastal Zone from the Coastal Commission, the Land Use Place Types discussed herein will supersede the 1989 LUDs.

Planning Document	Policy	Consistency With the Project
Noise Element	The City of Long Beach Noise Element categorizes the major sources of noise and provides recommended criteria for maximum acceptable noise levels.	Consistent. The Project is located in residential and open space land use types. Once constructed, the Project would not increase ambient noise levels in these land use types. During construction, the contractor would adhere to construction activity noise regulations (City of Long Beach Municipal Code 8.90.202), and Mitigation Measure NOI-3 would require noise-reducing construction practices to be utilized as recommended in the Noise Element (see Section 3.XIII, Noise). With the implementation of mitigation measures, the Project would be consistent with the City of Long Beach Noise Element.
Open Space and Recreation Element	The City of Long Beach Open Space and Recreation Element describes goals and policies to maximize the benefits of open space and improve access to natural resources and recreational amenities.	Consistent. The force main alignment component of the Project would take place in an open space land use type. The Project does not propose any land use or zoning changes. Construction activities would take place largely in existing ROWs and developed areas and, upon completion, surfaces would be restored to existing conditions. As discussed in Sections 3.XVI and 3.XVII, construction activities would temporarily occupy portions of the parking lot west of Marine Stadium. This would temporarily decrease the number of available parking spaces for the surrounding recreational areas and it would potentially displace the weekly Local Harvest Farmers Market; however, the force main would be constructed in small increments to minimize the area of impact. Each section would be restored to existing conditions after force main installation, and the parking lot would be fully restored to its existing capacity once construction is complete. No permanent impacts to open space and recreational areas would occur. The Project is consistent with the Open Space and Recreation Element.
Public Safety Element	The City of Long Beach Public Safety Element provides goals for public safety, including management, development, protection, and remedial action goals.	Consistent. The Project does not pose a new safety hazard, nor does it exacerbate existing hazards. The Project does not conflict with any goals for public safety. The Project is consistent with the City of Long Beach Public Safety Element.
Seismic Safety Element	The City of Long Beach Seismic Safety Element provides an analysis of seismic factors and recommendations for improved seismic safety. These primarily relate to the construction of buildings.	Consistent. Except for the generator building, the Project does not involve the construction of buildings or above grade structures. The generator building would adhere to uniform building codes. The Project is consistent with the City of Long Beach Seismic Safety Element.

Planning Document	Policy	Consistency With the Project
Urban Design Element	The City of Long Beach Urban Design Element describes goals for urban design in the City and outlines the intended long-term effects of incorporating urban design considerations into policy and development decisions.	Consistent. The above ground elements of the Project, including the generator building, concrete pads, and landscaping, would be constructed in accordance with the City's design standards. The Project would support Policy UD 6-3 by improving infrastructure to protect and enhance the health and safety of Long Beach residents. The Project is consistent with the City of Long Beach Urban Design Element.
Local Coastal Program Element	The California Coastal Act of 1976 requires all cities located within the Coastal Zone to adopt an LCP to regulate local land uses and development in a manner that is consistent with the goals of the Coastal Act. Specifically, LCPs identify the location, type, densities, and other land use policies for future development within the Coastal Zone of a jurisdiction. As part of Long Beach's LCP, the Southeast Area Specific Plan (SEASP) is adopted by reference. Figure 3-4 shows zoning designations in the Project Footprint, including the boundary of the SEASP (zoned as "Specific Plan"). The SEASP regulates land use through the application of 11 land use designations, each of which identifies specific development standards.	Consistent. The Project is located in the Coastal Zone. The LCP sets forth goals and policies for managing coastal resources, including Alamitos Bay. The Project would not result in any zoning or land use changes, nor would it contribute to population growth or increased use of Alamitos Bay and the surrounding recreational facilities. The proposed force main would connect to the existing sewer main in an area that is under the jurisdiction of the CCC. A portion of the force main alignment would be located in a SEASP-designated Open Space land use and an appealable area of the Coastal Zone (see Figure 3-5). According to the SEASP, Open Space uses complement the area's natural, passive open spaces by providing places that can be actively used by residents for recreational use. Construction activities may temporarily limit public access to the shoreline of Alamitos Bay due to roadway closures and construction staging in public parking lots. Interruptions to public access would be temporary and limited to the duration of construction of the Project. Following construction of the sewer force main, the affected ROW areas would be restored to existing conditions. As discussed under Section 3.I, Aesthetics, view corridors and gateways identified in the SEASP would not be affected. The Project would not affect any natural resources within the Coastal Zone. Although construction would occur in the vicinity of Alamitos Bay, water quality of this marine resource would be protected through the implementation of Mitigation Measure HYD-1, which requires preparation of an SWPPP. Once construction is complete, the design of the Project would not result in any inconsistencies with the development standards for applicable land use designations. With the implementation of mitigation measures, the Project would be consistent with the City of Long Beach LCP and SEASP.

Consistency with Zoning

Construction of the sewer force main would occur along existing ROWs, and the sewer lift station would be constructed at the existing S-7 property, which is zoned as residential (R-1-S). No conflicts with zoning would result, and no rezoning is proposed nor would be required.

Urban Water Management Plans

Urban water suppliers are required by California state law to submit an Urban Water Management Plan (UWMP) roughly every 5 years. LBUD is an urban water supplier and therefore was required to submit a 2020 UWMP. The 2020 UWMP describes demand for water in the service area, the degree to which LBUD will be able to meet demands under drought conditions, actions that would be taken in the event of a reduction in water supplies, and uses of water and conservation activities in the service area. Consistency with the LBUD UWMP was evaluated by assessing if the Project could impact the supply, demand, and conservation targets of water as written in the LBUD UWMP.

As described under the Project Description (Section 2, Project Description), wastewater from S-7 is discharged to the existing LBUD sewer system. LBUD collects wastewater from its sewer shed and transports that wastewater to the LACSD regional trunk lines. A portion of the wastewater collected by LBUD is delivered to the A.K. Warren Water Resource Facility in the City of Carson, and the remainder is delivered to the Long Beach Water Reclamation Plant.

Flows from S-7 vary both diurnally and seasonally. In recent years, the estimated maximum daily average was recorded in the month of January 2017 at approximately 94 gpm (LBUD 2024), and the highest peak flow time was recorded January 22, 2017, at approximately 811 gpm. The proposed S-7 improvements would provide a total pump capacity of 860 gpm. The Project would increase reliability and redundancy in the local wastewater conveyance system, which would ultimately contribute to an improvement in water management for LBUD.

The Project would not impact demand, water supplies, or conservation targets. As such, it would not conflict with the UWMP.

Summary

Upon approval of the requested discretionary actions by the City, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. No amendments to land use plans are required. Therefore, impacts would be less than significant with mitigation measures incorporated.

Mitigation Measures

See **HYD-1** and **NOI-3** under Sections 3.X Hydrology and Water Quality and 3.XIII, Noise.

XII. Mineral Resources

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Environmental Setting

No known mineral resources are mapped within the Footprint. Additionally, no mineral resource areas are delineated in the City of Long Beach General Plan. No active mineral claims are located within or adjacent to the Footprint.

Impact Analysis

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

Implementation of the Project would not result in the loss of availability of known mineral resources. Therefore, no impact would result.

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

The Project would not result in the loss of availability of locally important mineral resource recovery sites or known mineral resources that are delineated on a local, general, specific, or other land use plan. No impact would result.

XIII. Noise

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

Environmental Setting

An environmental noise and vibration study was conducted to quantify existing sound levels at noise sensitive receptors in the Study Area and evaluate compliance with the City's General Plan Noise Element and Noise Ordinance. To support the assessment, 24-hour ambient noise measurements were conducted simultaneously at two locations on the S-7 property from August 19, 2025, to August 20, 2025. The noise and vibration study is included as Appendix H and incorporated into the analysis below.

City Noise Standards

Noise is regulated under the noise ordinance of the City of Long Beach. Section 8.80.202 Construction Activity of the Long Beach Municipal Code establishes exterior noise level standards for different land uses in the City.

The Project is located in Long Beach Noise District 1 (Section 8.80.160, Noise District Map). Noise District 1 is subject to a 50 A-weighted decibel (dBA) noise limit during the day.

Section 8.80.150B of the Long Beach Noise Ordinance states that:

No person shall operate or cause to be operated any source of sound at any location within the incorporated limits of the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured from any other property, either incorporated or unincorporated, to exceed:

- 1. The noise standard for that land use district for a cumulative period of more than 30 minutes in any hour; or*
- 2. The noise standard plus 5 decibels for a cumulative period of more than 15 minutes in any hour; or*
- 3. The noise standard plus 10 decibels for a cumulative period of more than 5 minutes in any hour; or*
- 4. The noise standard plus 15 decibels for a cumulative period of more than 1 minute in any hour; or*
- 5. The noise standard plus 20 decibels or the maximum measured ambient, for any period of time.*

Construction noise is separately regulated under Section 8.80.202 of the Long Beach Noise Ordinance, which restricts the hours that a person may “operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity.” Based on this limitation, such noise associated with construction is permitted as long as the noise-generating activity occurs within specified hours. These hours include weekdays (including federal holidays) between 7 a.m. and 7 p.m. and Saturdays between 9 a.m. and 6 p.m.⁴

Local Vibration Standards

Vibration is regulated under the City of Long Beach Municipal Code. Section 8.80.200 of the Long Beach Municipal Code establishes vibration level standards for different land uses in the City of Long Beach, within which the Project is located.

8.80.200 G

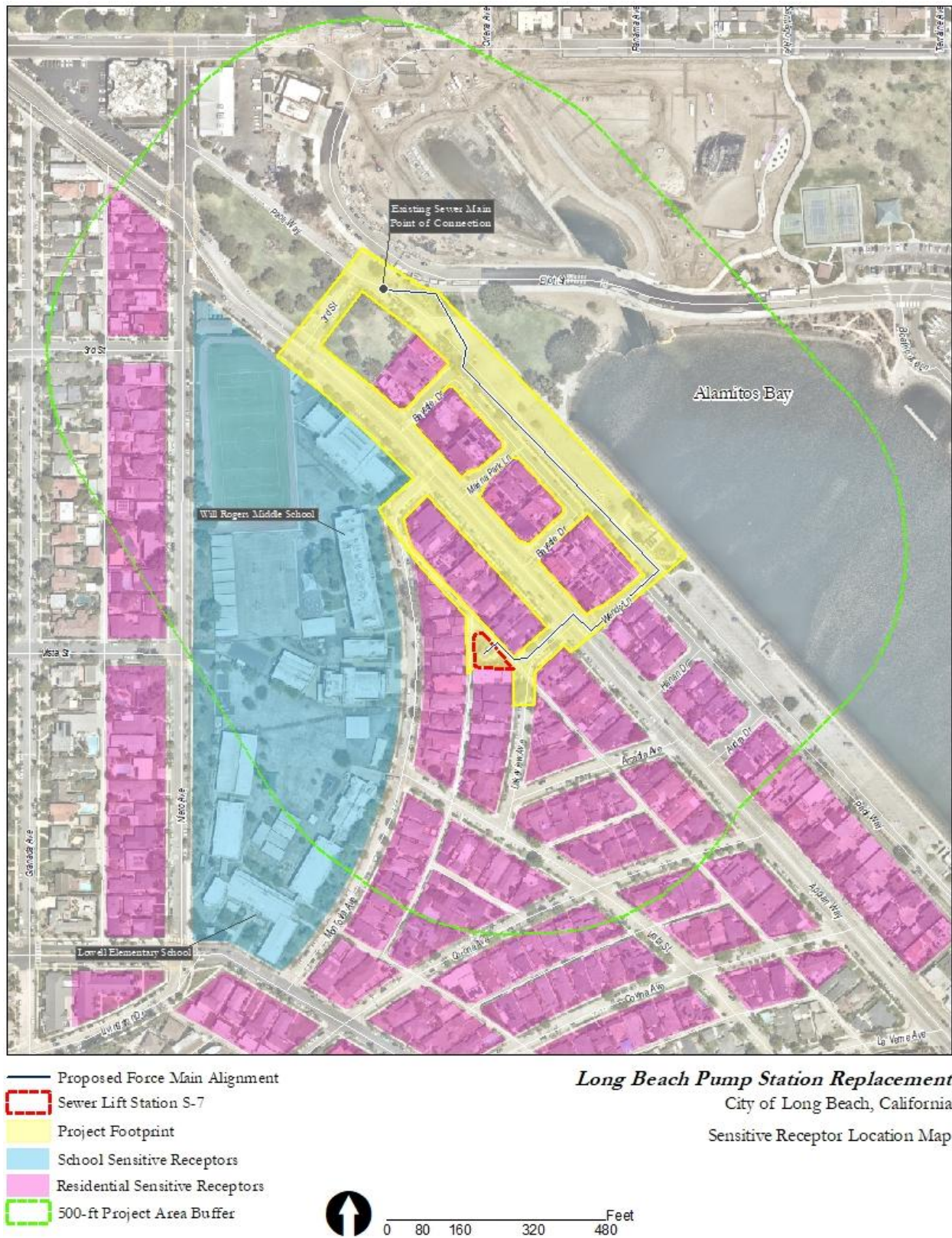
Vibration. Operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at one hundred fifty feet (150') (forty-six (46) meters) from the source if on a public space or public right-of-way. For the purposes of this subsection, “vibration perception threshold” means the minimum ground or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such directed means as, but not limited to, sensation by touch or visual observation of moving objects. The perception threshold shall be presumed to be .001 g’s in the frequency range 0—30 hertz and .003 g’s in the frequency range between thirty and one hundred hertz;

Sensitive Receptors

A sensitive receptor is generally defined as any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (K-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes. The nearest sensitive receptors to the Project are homes within the Footprint as well as Will Rogers Middle School and Lowell Elementary School. Sensitive receptors in the context of the Study Area are displayed on Figure 3-6 below.

⁴ Project-related construction activities would occur during normal City working hours, weekdays between the hours of 7 a.m. and 7 p.m.

Figure 3-6. Sensitive Receptors



Impact Analysis

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

Noise Impacts During Construction.

The noise study determined that existing noise levels at the S-7 site range from 57-60 dBA in the daytime, 48-57 dBA in the evening, and 42-57 dBA in the nighttime. The Community Noise Equivalent Level (CNEL) ranges from 56-61 dBA.

Project construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities would occur over approximately 12 months. Noise generated from construction of the Project would include the use of construction equipment and vehicle trips used to build the Project, as well as the temporary bypass pump that would be used for up to 8 weeks while the existing lift station is offline and the new facilities are being installed. Operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings.

Construction noise levels in the Project vicinity would fluctuate depending on the particular type, number, and duration of equipment usage. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to sensitive receptors, and the existing ambient noise environment. Construction generally occurs in several phases, with each phase requiring different equipment with varying noise characteristics. Residences and park areas within 50 feet of construction could experience maximum noise levels during construction, as shown in Appendix H.

Construction activities would occur during normal City working hours, weekdays between the hours of 7 a.m. and 7 p.m. Personnel may arrive on site prior to 7 a.m. to conduct safety meetings and pre-construction activities, but no noise-generating construction activities would occur prior to 7 a.m. Construction may occur on Saturdays between the hours of 9 a.m. and 6 p.m. No construction activities would occur on Sundays. These hours, during which noise-generating construction activity normally would occur, fall within the limits defined in the City of Long Beach noise ordinance.

Operation of the temporary bypass pump would be necessary 24 hours a day for up to 8 weeks while the existing facilities are being removed and the new facilities are being installed. This would create a potentially significant noise impact for the immediately adjacent homes. However, with the implementation of **Mitigation Measure NOI-1**, noise barriers would be installed around the bypass pump to reduce noise levels to similar to the existing condition, and impacts would be less than significant. Figure 3-7 demonstrates the nighttime noise levels that are expected to occur during the bypass phase in the mitigated condition.

Construction of the Project would not result in a violation of the construction noise regulations found in the Long Beach Municipal Code Section 8.80.202. However, to reduce construction noise levels at nearby residences the Project would implement **Mitigation Measure NOI-1, NOI-2, and NOI-3**, as detailed below, which would reduce the potential ambient noise impacts to a less than significant level by restricting the time of day which construction would occur and employing noise-reducing construction practices. No exceedance of noise standards is anticipated; however, construction noise may still be bothersome to nearby residents. During extremely noisy construction periods, the most effective mitigation strategy may be the temporary relocation of residents. Therefore, **Mitigation Measure NOI-4** is recommended to temporarily remove the noise receptor by providing residents with hotel vouchers or other compensation for temporary housing.

Operational Noise Impacts

The Project would not exceed either daytime or nighttime noise level standards, as established in the local noise ordinance of Long Beach. Operational sources of noise would be restricted to the S-7 property and occasional maintenance trips, as well as the occasional operation of the emergency diesel generator. The generator would be operated only in the event of emergency situations, as well as once a month for maintenance inspection. The generator enclosure would include exhaust muffling, enclosure attenuation such as baffles, and other methods to reduce the noise levels created by the generator. Using a lower noise producing generator and enclosure combination would reduce operational noise to similar levels to the existing condition (Appendix H). Operation of the Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels and impacts would be less than significant.

Alamitos Bay

Long Beach Pump Station Replacement
City of Long Beach, California

Noise Contour Map:
Temporary Pump Typical Night Condition
with Mitigation

40-45 dBA Leq
45-50 dBA Leq
50-55 dBA Leq
55-60 dBA Leq
60-65 dBA Leq
Point Source

Noise Measurement Locations

Feet
0 30 60 120 180

b) Generation of excessive groundborne vibration or groundborne noise levels?

Vibration Impacts during Construction

There are generally two forms of impacts that should be addressed: damage to buildings and annoyance to individuals or community. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. The groundborne vibration levels set by the City of Long Beach are based on human perception in terms of acceleration level in g's. Groundborne vibration levels can be described in terms of acceleration of velocity. Since the published levels for typical construction equipment are expressed in terms of velocity the Federal Transit Administration (FTA) guidelines are used to evaluate potential impacts related to construction vibration for both potential building damage and human annoyance. Typical vibration produced by construction equipment is detailed in Table 3-7 below.

Table 3-7. Typical Vibration Levels for Construction Equipment

Equipment	PPV at 25 feet (in./sec)	VdB at 25 feet	50 feet		75 feet		100 feet		150 feet		200 feet		300 feet	
			PPV (in./sec.)	VdB	PPV (in./sec.)	VdB	PPV (in./sec.)	VdB	PPV (in./sec.)	VdB	PPV (in./sec.)	VdB	PPV (in./sec.)	VdB
Impact pile Driver	0.644	104	0.228	95	0.124	90	0.08	86	0.044	80	0.028	77	0.015	72
Vibratory roller	0.210	94	0.074	85	0.04	80	0.03	76	0.014	70	0.009	67	0.005	62

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018

Notes:

- Calculated using the following formula:
Peak Particle Velocity (PPV) equip = PPVref x (25/D)^{1.5}
where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines
- D = the distance from the equipment to the receiver

Construction activities generate varying degrees of groundborne vibration, depending on the construction procedure and equipment used. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect of buildings located in the vicinity of the construction site often varies dependent on soil type, ground strata, and construction characteristics of the receptor. The results from vibration range from no perceivable effects to slight damage at the highest levels (see Appendix H).

Construction activities from implementing the Project would result in groundborne vibration. The primary sources of groundborne vibration associated with Project construction include using impact pile drivers and vibratory rollers. Construction-related vibration at residences could be noticeable. As indicated in Table 3-7, based on the FTA data, vibration velocities from typical construction equipment would range from 0.210 to 0.644 inch/second PPV at 25 feet from the source of the activity. Construction groundborne vibration would exceed the human annoyance criterion and structural damage criterion. Therefore, **Mitigation Measure NOI-5** would be required during construction to reduce vibration impacts to a less than significant level by requiring the contractor to utilize a vibration monitoring system and conducting sensitivity training with construction personnel.

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

As stated in Section 3.IX, Hazards and Hazardous Materials, the Footprint does not intersect with any airport land use plan and it is not within 2 miles of a public airport or public use airport. Additionally, the Project does not involve new noise-sensitive land uses. Therefore, no impact would occur.

Mitigation Measures

Mitigation Measure NOI-1: Temporary Noise Barrier/Sound Blanket for Temporary Bypass Pump

The operation of the temporary pump while the existing lift station is offline and the future lift station is being completed would result in noise impacts. Installation of a temporary noise barrier or sound blanket, estimated as needing to be approximately 12 feet in height, that would enclose the pump on all sides, except for the top, would reduce noise levels to similar levels as those experienced with the existing lift station in operation.

Mitigation Measure NOI-2: Comply with Noise Abatement Ordinance

All construction contractors shall comply with the City of Long Beach construction noise ordinance and noise levels allowable based on current land use designation. Construction shall not be allowed between 7 p.m. and 7 a.m., Monday through Friday. Construction shall also not be allowed before 9 a.m. or after 6 p.m. on Saturday. No construction would occur on Sunday. Nighttime construction activities will be prohibited.

Mitigation Measure NOI-3: Employ Noise-Reducing Construction Practices

Construction contractor shall identify and employ noise-reducing construction practices. This provision shall be reflected in contract documents. Measures that may be used to limit noise consistent with the Long Beach Noise Ordinance standards include, but are not limited to:

- a. Locating equipment as far as practical from noise sensitive uses,
- b. Using mufflers on all standard equipment,
- c. Selecting haul routes that affect the lowest number of people,
- d. Using noise-reducing enclosures around noise-generating equipment,
- e. Constructing barriers between noise sources and noise-sensitive land uses or taking advantage of existing barrier features (terrain, structures) to block sound transmission, and
- f. Enclosing equipment.

Mitigation Measure NOI-4: Temporary Relocation of Residents

During extremely noisy construction periods, the most effective mitigation strategy may be to provide temporary lodging for immediately adjacent, noise-impacted residents. By providing temporary lodging for the adjacent noise receptor(s), very loud activities will be completed in less time and when other noise-controlled procedures are infeasible. Under these circumstances, LBUD will provide hotel vouchers or other compensation for temporary lodging to the noise-impacted residents.

Mitigation Measure NOI-5: Vibration Monitoring

The following measures shall be incorporated on all grading and building plans and specifications subject to approval of LBUD prior to issuance of a demolition or grading permit:

- a. The contractor shall utilize a construction vibration monitoring system with the potential to measure low levels of vibration to minimize and avoid human annoyance and structural damage in accordance with local vibration standards. If the human annoyance criterion and the structural damage criterion are exceeded, construction must cease, and alternate strategies shall be employed in coordination with a qualified acoustical engineer.
- b. Conduct sensitivity training to inform construction personnel about the existing sensitive receptors surrounding the Project alignment and about methods to reduce noise and vibration.

XIV. Population and Housing

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The Project Footprint occurs in an urban area and includes existing commercial, public, and residential uses adjacent to Alamitos Bay. Existing housing consists of single-family residential homes in the Belmont Park community.

Impact Analysis

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

The Project involves the construction of a sewer lift station and force main to facilitate conveyance of wastewater and would neither construct nor expand any housing units, nor result in any increase in commercial retail areas. Additionally, operation of the Project is not expected to generate any vehicle trips above existing conditions; therefore, the Project is not expected to result in the indirect growth of employees and retail customers in the Footprint. Construction workers would be hired from the local surrounding area, and the Project would not result in substantial numbers of additional people moving for employment. Therefore, impacts related to unplanned population growth would be less than significant.

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

The Project involves the construction of a sewer lift station and force main that would be contained on the existing S-7 property and/or underground once constructed. No housing would be constructed as part of the Project. Therefore, the Project would not result in an impact to the displacement of existing people or housing necessitating the construction of replacement housing. No impact would occur.

XV. Public Services

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

Environmental Setting

Fire prevention, fire suppression, and life safety services in the Study Area are provided by the Long Beach Fire Department (LBFD). The nearest fire stations to the Project are LBFD Station 22 (5200 E Eliot Street, Long Beach; 0.3 mile northwest of the Project) and LBFD Fire Station 8 (5365 E 2nd Street, Long Beach; 0.8 mile south of the Project). The Project is in the East Patrol Division of the Long Beach Police Department.

There are three schools within a quarter mile of the Footprint: Rogers Middle School, 365 Monrovia Avenue, Long Beach; Lowell Elementary School, 5201 E Broadway, Long Beach; and Lagoon Playgroup (Preschool), 5119 E Colorado Street, Long Beach. Refer to Figure 3-3 for precise locations of schools in relation to the Project. Nearby parks include Will Rogers Mini Park, Marine Stadium, Marina Vista Park, and Alamitos Heights Park.

Other public facilities include libraries, community centers, and recreation facilities, none of which occur in the Footprint.

Impact Analysis

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

i) **Fire Protection?**

The Project does not include the development of new occupiable buildings or other buildings that would increase demand on LBFD, nor would it require increased fire protection services or new fire protection infrastructure. No construction activities or route closures would block the entrance or exit of a fire station. Construction activities may temporarily increase traffic which could slow fire response times to the residential areas in the Belmont Park neighborhood. This could be potentially significant; however, implementation of **Mitigation Measure TR-1** (standard TCP) would reduce the potential

impact to a less than significant level by providing advance notice of lane closures and detours with LBFD.

ii) Police Protection?

The Project would not increase demand on the Long Beach Police Department, nor would it require police protection services. During construction, there is the potential for impacts to police response times to residential areas in the Belmont Park neighborhood. This could be significant; however, as described above, route closures and detours would be provided to emergency service providers. No construction activities or route closures would block the entrance or exit of a police station. Implementation of **Mitigation Measure TR-1** would reduce the potential impacts to a less than significant level.

iii) Schools?

No school facilities would be displaced during or after construction, nor would the Project induce population growth that would necessitate the expansion of school services to serve new residents (see Section 3.III and Section 3.IX for additional information related to schools in the Project vicinity). No impact would result.

iv) Parks?

The Project would not displace nor increase the use of any parks; however, access may be temporarily impacted as discussed under Section 3.XVI, Recreation. Impacts would be less than significant.

v) Other public facilities?

The Project would not result in substantial physical impacts to other public facilities. No impact would result.

Mitigation Measures

See TR-1 under Section 3.XVII, Transportation

XVI. Recreation

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

Environmental Setting

The Study Area contains the following park and recreational resources:

Trails

Eliot Street/Azure Way Bike Path – a paved path for bicyclists running from Colorado Street to Bellflower Boulevard enveloping Marina Vista Park. This trail has multiple access points in the Study Area. A portion of the path at the intersection of E Colorado Street and E Eliot Street is closed due to construction involving the Colorado Lagoon Project, as noted in Section 3.XVI, Neighborhood Parks.

Marina Vista Park Bike Path – a paved path for bicyclists running from Eliot Street to Colorado Street through Marina Vista Park. This trail has multiple access points in the Study Area.

Parks

Will Rogers Mini Park – located in the City of Long Beach between E Paoli Way and E Appian Way with E 3rd street intersecting. The park is 1.63 acres in size. It includes open space filled with various trees and grass.

Marine Stadium – located in the City of Long Beach at 5255 E Paoli Way. The park has aquatic (67.5 acres) and terrestrial zones (0.7 acres) totaling 68.2 acres in size. Marine Stadium includes a boat ramp; sand beaches; open spaces with trees, grass, and other vegetation; paved walking paths; restrooms; benches; and a large man-made aquatic sports course in Los Cerritos Channel. The parking lot directly west of Marine Stadium also hosts the Local Harvest Farmers Market, which occurs every Wednesday from 3 p.m. to 8 p.m.

Marina Vista Park – located in the City of Long Beach at 5355 E Eliot Street, adjacent to Marine Stadium. The westernmost portion of the park, 10.5 acres in size, is currently under construction as part of the Colorado Lagoon Project. The remaining, easternmost portion of the park, 7.60 acres in size, is open to the public with access to tennis courts, the Marina Vista Park Bike Path (as noted in Section 3.XVI, Transportation), restrooms, a covered picnic area, a basketball court, and open space containing trees, grass, picnic tables, and other vegetation.

Impact Analysis

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

The Project involves constructing a new sewer lift station and underground sewer force main to convey wastewater from surrounding development. There are three neighborhood parks (Will Rogers Mini Park,

Marina Vista Park, and Marine Stadium) and two bike paths (Marina Vista Park Bike Path and Eliot Street/Azure Way Bike Path) intersecting with the Study Area.

The Project does not propose any residential uses that would directly or indirectly result in a substantial and unplanned increase in population growth. As such, implementation of the Project is not expected to result in the physical deterioration of existing neighborhood parks. The Project would not increase the use of existing neighborhood parks. The Project does not propose any new recreational facilities or require the construction or expansion of recreational facilities. Access to parks would be maintained throughout construction, and no park closures would be required. A small area of lawn associated with Marine Stadium would be excavated to install the new force main. Once construction is complete, the area would be revegetated and restored to the existing condition.

As described in the environmental setting, the Project sits adjacent to the Eliot Street/Azure Way Bike Path in one location at the intersection of E Paoli Way and E 3rd Street. Once the Project is constructed, the Eliot Street/Azure Way Bike Path would continue to sit adjacent to the Project site with no change to the existing trail alignment.

At present, the existing bike path terminates adjacent to the Project site due to construction associated with the City's Colorado Lagoon Restoration Project and through traffic is temporarily blocked beyond the Project site (see Cumulative Impacts for more details). During construction and to support public safety, closure of one or more segments of the trail may be required. The temporary closure(s) would be short in duration over the total construction phase of up to 12 months but could temporarily obstruct public access through the affected trail segments. Given the trail's local importance, access disruptions could be considered significant by trail users in the absence of mitigation. With the implementation of **Mitigation Measure MM-TR-1**, as discussed in Section 3.XVII, this impact would be reduced to less than significant by requiring the Project contractor to maintain public access throughout construction by implementing a trail notification and detour plan.

Construction of the Project would require temporary construction staging areas in adjacent public roadway ROW and public parking areas. Temporary construction impacts could prevent access to portions of the Marine Stadium parking areas and open spaces. However, implementation of **Mitigation Measure TR-1** would reduce impacts to existing recreational facilities and neighborhood parks to a level less than significant by identifying detours and providing advance notice of construction activities to the community.

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

The Project does not propose construction or expansion of recreational facilities that would result in an adverse physical effect on the environment. Therefore, impacts to recreational facilities would be less than significant.

Mitigation Measures

See **TR-1** under Section 3.XVII, Transportation.

XVII. Transportation

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

Environmental Setting

The Project would take place in the Belmont Park neighborhood. Streets in the Footprint include Appian Way, E Paoli Way, Lakeview Avenue, Monrovia Avenue, Wendy Lane, Bayside Drive S, Marina Park Lane, and Bayside Drive N. The S-7 property is located at the intersection of alleyways associated with Lakeview Avenue and Monrovia Avenue. The alleyways provide vehicle access to homes and garages in the residential neighborhood.

Based on a review of disaster route maps for the Los Angeles County Operational Area, the Project would be located within Area F of the Long Beach and Signal Hill Evacuation Map, of which Pacific Coast Highway, E 2nd Street, and E Livingston Street are designated as nearby disaster routes.

Impact Analysis

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

The Project does not involve new land uses that are inconsistent with the current land uses in the Footprint. The Project is consistent with the City's zoning and General Plan land use designations for the Study Area (see Section 3.XI, Land Use). Operation of the Project would not impact vehicular or bicycle circulation routes, as the S-7 facilities would be located on the existing S-7 property, and the sewer force main would be located underground. Operation of the Project would not conflict with a program, plan, ordinance, or policy addressing circulation.

Construction

Construction of the Project would require construction workers, the import and export of materials and equipment, and the localized movement of equipment to and from multiple locations within the Footprint. The additional traffic generated during construction would consist of construction equipment, construction employee vehicles, and construction material deliveries in trucks.

Construction Detours and Local Street Closures

Construction of the Project would occur in phases and stages. Traffic detours for required street and lane closures would be identified as part of a standard TCP.

During construction, traffic circulation along Monrovia Avenue, E Paoli Way, Appian Way, Wendy Lane, Lakeview Avenue, and the associated alleyways would be impaired due to potential lane closures. The City requires a standard TCP, which is typically prepared by the contractor. However, based on the constrained nature of the intervening roadways, additional site-specific measures would be required to address temporary construction restrictions affecting traffic circulation.

Traffic detours for any street or lane closures or detours for bicycle paths would be identified in a standard TCP. Temporary construction traffic delays and detours could result in a significant impact. The Project would be required to implement **Mitigation Measure TR-1**, which requires the preparation and approval of a standard TCP. Implementation of **Mitigation Measure TR-1** would reduce the impacts to a level less than significant by clearly marking detours, providing advance notice to the community, and coordinating with applicable parties.

b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Section 15064.3 pertains to the assessment of the Project's potential transportation impacts based on the vehicle miles traveled (VMT) generated by a project. The Project involves the construction of a sewer lift station and underground force main and is not considered a transportation project. Although the Project would generate vehicle trips during construction, Section 15064.3 addresses long-term permanent VMT associated with land use development projects. Less emphasis is placed on temporary, construction-generated VMT, which would be limited to 70 daily trips for the Project. Appendix I includes additional qualitative discussion of Project-related VMT.

The Project does not conflict with any of the Criteria for Analyzing Transportation Impacts under CEQA Guidelines section 15064.3 subdivision (b). Therefore, a less than significant impact is expected.

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

The Project consists of a sewer lift station and force main. These features would either be buried underground or located above ground at the existing S-7 site. Once installed, these improvements would not have any design features that could increase safety hazards for the public.

During construction, the travel width of roadways would be reduced and lane closures and detours may be implemented. As such, the geometric design features of intersections and roadways along the sewer force main alignment may be impacted. At the intersections, these changes in geometric design, along with the presence of construction equipment, may impact the sight distance (the length of roadway visible to a driver) and sight triangle (specified areas along an intersection's approach legs and across the included corners visible to a driver). These are potentially significant short-term impacts that would be mitigated by **Mitigation Measure TR-1**, as described below.

Construction and staging at the S-7 site and along the proposed force main may temporarily limit access to the residential garages in the surrounding neighborhood. To the extent feasible, vehicles and staging areas would be situated to minimize impacts to traffic flow and access. **Mitigation Measure NOI-4**, as discussed in Section XIII, would reduce the potential for impacts to less than significant by giving affected residents the option to temporarily relocate using hotel vouchers or other compensation for temporary housing.

A portion of the proposed force main would be installed in the parking lot to the west of Marine Stadium. This parking lot is used by recreational visitors to Marine Stadium, Colorado Lagoon, and Marina Vista Park. Additionally, the Local Harvest Farmers Market occurs in the northern part of the parking lot every Wednesday from 3 p.m. to 8 p.m. The force main would be installed in small increments (50 to 100 feet at a time) to reduce the area and duration of impact. If necessary, the City will coordinate with the Farmers Market organizers and vendors to discuss temporary relocation options.

Mitigation Measure TR-1 would require a TCP to identify construction traffic routes—including haul truck routes—and preferred delivery/haul out locations and hours to avoid heavily congested areas during peak hours, where feasible. Implementation of **Mitigation Measure TR-1** would reduce potential impacts to a level less than significant.

d) Result in inadequate emergency access?

As discussed above, Pacific Coast Highway, E 2nd Street, and E Livingston Street are designated as disaster routes for the Footprint. Construction and operations of the Project would not affect these streets; therefore, it would not impede or limit access to any major disaster route.

Construction activities in residential areas could temporarily interfere with localized emergency response and access to evacuation routes. This could result in a significant impact. Implementation of **Mitigation Measure TR-1**, which requires the preparation and approval of a standard TCP, would reduce the potential impact to a level less than significant.

Mitigation Measures

Mitigation Measure TR-1: Prepare Standard Traffic Control Plan: During the final engineering phase and at least 30 days prior to construction, a construction TCP shall be prepared by the contractor and reviewed and approved by the lead agency, City of Long Beach/LBUD.

The lane/street and bike trail closures in the construction TCP shall be coordinated between the construction contractor, private businesses, public transit and bus operators, emergency service providers, and residents to minimize construction-related vehicular traffic impacts. During planned closures, traffic shall be routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TCP shall identify proposed closure schedules and detour routes, as well as construction traffic routes—including haul truck routes—and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TCP:

- Access to adjacent residences and public parks shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible.
- Advance notice signs shall be posted prior to construction in areas where access to residences could be affected.
- The City of Long Beach shall be provided an opportunity to review and comment on the TCP for each phase of Project construction and notified in advance of street closures, detours, or temporary lane reductions.
- Proposed detour routes shall be provided for pedestrian and bicycle traffic along bike paths, if required.
- Emergency access shall be accommodated throughout construction.
- Material deliveries and exports shall avoid school drop-off/pick-up times.

See **NOI-4** under Section 3.XIII, Noise.

XVIII. Tribal Cultural Resources

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

Environmental Setting

The NAHC maintains the confidential Sacred Lands File, which contains sites of traditional, cultural, or religious value to the Native American community. A Sacred Lands File search request was submitted to the NAHC and the search results were received on July 23, 2025. The search of the Sacred Lands File was positive, indicating potential tribal cultural sensitivity within or near the Study Area. This may be due to proximity to the historically known Native American village of Puvungna, which is located near the modern-day California State University, Long Beach campus, approximately 1 mile from the Project. More details regarding TCRs can be found in Appendix C.

AB 52 requires a lead agency to begin consultation to discuss potential impacts to tribal cultural resources, mitigation measures, and project alternatives with California Native American tribes that are traditionally and culturally affiliated with the geographic areas of the Project. In accordance with AB 52, the City provided notification of the Project to all Native American tribes on the contact list provided by the NAHC. A total of 23 tribes were sent AB 52 consultation letter invitations on the project, which have been included as Appendix J. Responses requesting to consult were received from three (3) tribes. A summary of consultation is provided below and in Table 3-8.

- Native American consultation letters were mailed and emailed on January 8, 2026.
- The Juaneño Band of Mission Indians – Acjachemen Nation 84A (JBMIAN) responded on January 14, 2026, requesting to consult on the Project. A virtual consultation meeting was held on January 29, 2026, between the City and representation for the JBMIAN. The JBMIAN provided mitigation measures on February 12, 2026, and the City responded with minor recommended verbiage edits on April 27, 2026. The City and the JBMIAN agreed to final mitigation measure language and concluded consultation on June 8, 2026.
- The Gabrielino Tongva Indians of California Tribal Council (GTIOCTC) responded on January 14, 2026, requesting to consult on the Project. A virtual consultation meeting was held on February 18, 2026, between the City and representation for the GTIOCTC. The GTIOCTC provided mitigation measures on February 19, 2026, and the City responded with minor recommended verbiage edits on April 27, 2026. The City and the GTIOCTC agreed to final mitigation measure language and concluded consultation on June 8, 2026.

- The Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) responded on January 8, 2026, requesting to consult on the Project. Per request from the tribe, consultation was conducted over email. The Kizh provided mitigation measures on February 24, 2026, and the City responded with minor recommended verbiage edits on May 4, 2026.

During consultation, the Kizh Nation engaged substantively in the consultation process and provided information, including historical maps and ethnographic documentation, to demonstrate that the Study Area is located within the ancestral territory of the Kizh Nation and that the Long Beach region, including the Study Area, is archaeologically and culturally sensitive due to its proximity to waterways, coastal terraces, wetlands, and known village sites. Through consultation, the City agreed that the tribe's requested measures for monitoring during ground-disturbance and procedures for the treatment of potential unanticipated discoveries during construction were appropriate. These measures are listed below and will be implemented for the Project.

During consultation, the Kizh Nation also requested that the City remove or decline to implement monitoring during ground disturbance and unanticipated discovery procedures requested by other Tribes during their consultations, stating in an email dated June 18, 2026, that "the Kizh Nation disagrees and will not agree to the language or implementation of other tribes or entities that do not have ancestral connection to the project area." As required under AB 52 (Public Resources Code §21080.3.1) and best practices in tribal consultation, the City has consulted independently and in good faith with each Tribe that was identified by NAHC as being traditionally and culturally affiliated with the Study Area and that requested consultation on the Project. As a result of these consultations, the City declined the Kizh Nation's request to remove measures related to the protection of tribal cultural resources requested by other consulting Tribes from the MND. The City has consulted respectfully and in good faith, and after reasonable effort to reach a mutual agreement about the participation of other Tribes in consultation, was unable to reach a mutual agreement with the Kizh Nation and concluded consultation via email to the Tribe on June 22, 2026.

Table 3-8. Tribal Consultation Dates

Tribe Name	Date Consultation Invitations were sent	Date Tribal Response/ Consultation was Initiated	Date Mitigation Measures were Received	Date Consultation was Completed
Juaneño Band of Mission Indians – Acjachemen Nation 84A (JBMIAN)	January 8, 2026	January 14, 2026	February 12, 2026	June 8, 2026
Gabrielino Tongva Indians of California Tribal Council (GTIOCTC)	January 8, 2026	January 14, 2026	February 19, 2026	June 8, 2026
Gabrieleño Band of Mission Indians – Kizh Nation (Kizh)	January 8, 2026	January 8, 2026	February 24, 2026	June 22, 2026

Impact Analysis

- a) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

A search of the NAHC's Sacred Lands File was positive, indicating potential tribal cultural sensitivity in the Study Area. As mentioned above, this may be due to the proximity to the village of Puvungna, which would not be affected by the Project. AB 52 consultation also did not result in the identification of any CRHR-listed or CRHR-eligible TCRs in the Study Area. Given the extensive prior development in the Study Area and the limited nature of the Project's ground-disturbing activities, the likelihood of encountering TCRs is expected to be low. Therefore, the Project is not anticipated to cause a substantial adverse change in the significance of a TCR that is listed or determined eligible for listing in the CRHR or local register. Notwithstanding these findings, coordination with local Native American tribes determined the need to include additional protective measures to minimize any impacts that may occur from the unanticipated discovery of TCRs during Project construction. The mitigation measures under **GTIOCTC** were provided by the Gabrielino Tongva Indians of California Tribal Council; mitigation measures under **JBMIAN** were provided by the Juaneño Band of Mission Indians – Acjachemen Nation 84A; and the mitigation measures under **GBMIKN** were provided by the Gabrieleño Band of Mission Indians – Kizh Nation. With the incorporation of these mitigation measures, potential impacts to undiscovered TCRs would be less than significant after mitigation.

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

The Project is not anticipated to cause a substantial adverse change in the significance of a TCR, defined in Public Resource Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, and, per the criteria set forth in Section 5024.1, considering the significance of the resource to a California Native American tribe. Impacts related to TCRs would be less than significant with the implementation of mitigation measures as provided below.

Mitigation Measures

Gabrielino Tongva Indians of California Tribal Council (GTIOCTC)

GTIOCTC TCR-1 Tribal Cultural Resources

Tribal cultural resources refer to objects, sites, and practices with historical, traditional, religious, or cultural significance to the first peoples of Long Beach, the Gabrielino Tongva people. These resources are essential for preserving the identity and heritage of tribal communities and are protected through various federal and state laws (CEQA, AB 52, and SB 18) and partnerships with agencies.

GTIOCTC TCR-2 Consultation and Retention of a Gabrielino Tribal Monitor for Ground Disturbances

Prior to the start of construction, the project applicant or lead agency must retain a Tribal Monitor from a Gabrielino tribe that is listed on the Native American Heritage Commission contact list. The Tribal Monitor must be present during the following ground-disturbing activities.

"Ground-disturbing activities" include, but are not limited to, the following: removing asphalt, cement, or slurry; trenching, boring/potholing/auguring; excavation; grubbing; tree removal; grading; and drilling.

GTIOCTC TCR-3 Worker Environmental Awareness Program

A Worker Environmental Awareness Program (WEAP) will be conducted by the assigned archaeologist prior to the start of the project for the entire crew working on the site. If the archaeologist is unable to conduct the WEAP, the Tribal Monitor will provide the training to the crew.

GTIOCTC TCR-4 Tribal Cultural Reporting

The on-site Tribal Monitor will complete a written daily report for the project applicant and will be available in the project Dropbox for the applicant. This report will include photos of any soil disturbances and a summary of daily activities. Daily reporting contains observations of the project site before the commencement of work, description of all ground disturbance activities, the location of the ground disturbances, soil types, weather conditions, cultural materials, and the methods used for those disturbances. The Tribal Monitor will identify and document TCRs, which will be maintained (refer to TCR-5). If any human remains are discovered, TCR-6 will be enacted.

On-site tribal monitoring will conclude once the project applicant/lead agency provides written confirmation to the monitoring Tribe that there will be no further ground disturbance activities.

GTIOCTC TCR-5 Discovery During Construction

- a) During construction, in the event that prehistoric cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted.
- b) The archaeologist and the Tribal Monitor shall assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the archaeologist and the Tribal Monitor will be implemented.
- c) If avoidance is infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on different parts of the Project site while measures for the cultural resources are implemented.
- d) The archaeologist and the Tribal Monitor shall record object(s) with the preferred manner of treatment for prehistoric cultural resources being reburial on the project site with no further disruption or vulnerability. If applicable, the Tribal Monitor shall work collaboratively with other tribal monitors working on-site in the event of any discovery.

GTIOCTC TCR-6 Human Remains – Discovery During Construction (CEQA Guidelines section 15064.5(e)(1)) and California Health and Safety Code §7050.5)

- a) During construction, if human skeletal remains are discovered at the project site, all work must stop immediately and create a 100-foot buffer zone. *Human remains are defined as: bone fragments, associated funerary objects, and the surrounding soil matrix where decomposition has occurred.*
- b) The project applicant is required to notify the County Coroner of such discovery without delay. Los Angeles County Coroner: 323-343-0714
- c) If the County Coroner determines that the remains are Native American, the Coroner will contact the California Native American Heritage Commission (NAHC).
- d) In accordance with California PRC Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of human remains.
- e) If the relevant agencies conclude that avoidance of the site is not feasible, an alternative plan must be developed that outlines specific steps and a timeline for resuming construction activities. Monitoring, data recovery, determining the significance of the finds, and implementing avoidance measures (if necessary) must be carried out promptly, at the expense of the project applicant.
- f) Construction crew and all people on site must maintain confidentiality of find. No pictures may be taken.

Juaneño Band of Mission Indians – Acjachemen Nation 84A (JBMIAN)

JBMIAN TCR-1 Retention of Qualified Archaeologist and Worker Training. Prior to the issuance of a grading permit by the City of, evidence shall be provided to the City that a qualified archaeologist meeting the Secretary of the Interior's standards for professional archaeology (U.S. Secretary of the Interior 2008) has been retained by the Applicant to conduct any required training, evaluation, or treatment of archaeological resources that might be encountered during implementation of the project.

As part of this, prior to the start of grading, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel must be informed of the types of archaeological resources that may be encountered (both prehistoric and historical), and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The Applicant must ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. This documentation shall be made available to the City upon request.

JBMIAN TCR-2

Native American Monitoring. A Native American monitor from the tribe or tribes identified as a consulting party for the project under AB 52 shall be present during all earth-moving construction activities. The Native American monitor shall be given the opportunity to participate in the cultural resource sensitivity training described in the preceding condition of approval. At least 30 days prior to issuance of grading permits by the City of Long Beach for the project site and any off-site improvements, a Native American Monitoring Agreement (Monitoring Agreement) shall be developed between the Applicant and the consulting party. The Monitoring Agreement shall pertain to prehistoric archaeological resources and Tribal Cultural Resources, respectively, and shall identify any monitoring requirements and treatment of cultural resources to meet the requirements of the Tribal representative. The Monitoring Agreement shall also address communication protocols in the event of an unanticipated discovery of cultural materials, and the roles, responsibilities, and authorities of the Native American Monitor. The Monitoring Agreement shall also detail the protocols for treatment and final disposition of any Native American cultural resources, sacred sites, and human remains discovered on the site that the Lead Agency shall implement in consultation and coordination with the Native American Most Likely Descendant, as identified by the NAHC. In accordance with the condition of approval

below, discovery and treatment of human remains shall comply with State Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98.

JBMIAN TCR-3

Archaeological Resource and/or Tribal Cultural Resource Discovery and Treatment. In the event of the unanticipated discovery of archaeological or other cultural resources, whether discovered through Native American monitoring or not, all work activities in the area (within approximately 100 feet of the discovery) shall be halted or redirected until the discovery can be evaluated by a qualified archaeologist. Construction shall not resume until a qualified archaeologist has conferred with the City and, in the case of prehistoric archaeological resources and tribal cultural resources, the Native American monitor, on the significance of the resource. If it is determined that the discovered archaeological resource and/or tribal cultural resource is significant, avoidance, and preservation in place shall be the preferred manner of mitigation, pursuant to PRC Section 21083.2(b) and Section 21084.3. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Treatment Plan shall be prepared and implemented by a qualified archaeologist, in consultation with the City, that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource or cultural information in the event of a tribal cultural resource. The City and Applicant shall also consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resources, beyond those that are scientifically important, are considered. Any evaluation and treatment shall be supervised by an individual or individuals that meet the Secretary of the Interior's Professional Qualification Standards.

JBMIAN TCR-4

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

JBMIAN TCR-5

The project applicant shall retain a Native American Monitor from or approved by the Juaneño Band of Mission Indians – Acjachemen Nation Tribal Council.

- a) The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- b) A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

JBMIAN TCR-6

The Lead Agency shall conduct Government to Government consultation with the Juaneño Band of Mission Indians – Acjachemen Nation 84A throughout project implementation.

JBMIAN TCR-7

Construction coordination meeting shall be conducted prior to start of ground-disturbing work (grading, trenching, or excavation) with Qualified Archaeologist, Construction Contractor, Juaneño Band of Mission Indians – Acjachemen Nation (JBMIAN) Tribal Representative.

JBMIAN TCR-8

Tribal Cultural Resource Monitoring shall be conducted during all initial ground-disturbing activities until both the Archaeologist and Tribal Monitor determine monitoring is no longer needed. During construction, if cultural materials or features are discovered, construction contractor, Archaeologist, JBMIAN Tribal Monitor, and Lead Agency shall submit a discovery report documenting find, treatment measures, and confirmation that work did not resume until treatment was completed in consultation with JBMIAN. If human remains are encountered during construction, all parties involved shall comply with the requirements of California Health and Safety Code §7050.5, PRC §5097.98, and the California Code of Regulations §15064.5(e) regarding the Los Angeles County Coroner, Native American Heritage Commission, and MLD notification process. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

JBMIAN TCR-9

Qualified Archaeologist and/or JBMIAN Tribal Representative shall submit documentation of recovered materials, correspondence confirming tribal disposition decision (e.g., reburial, return, or other treatment) during and following construction, if artifacts are recovered.

JBMIAN TCR-10

Qualified Archaeologist, JBMIAN Tribal Monitor, and/or Lead Agency shall submit a Final Monitoring and Mitigation Summary Report; written confirmation of JBMIAN review and acceptance; copies of confidentiality compliance upon completion of ground-disturbing activities.

JBMIAN TCR-11

Lead Agency, Construction Contractor, and/or JBMIAN Representative shall submit records of coordination and confirmation that tribal ceremonies or blessings were accommodated safely and respectfully prior to and/or during construction, as requested by the Tribe.

JBMIAN TCR-12

Responsibility for conditions:

- a) Lead Agency shall ensure that all measures are implemented, documented, and verified prior to and during construction activities; and
- b) Tribal participation by the Juaneño Band of Mission Indians – Acjachemen Nation (JBMIAN) be a consulting and monitoring partner throughout all ground-disturbing activities; and
- c) Compliance Verification shall include documentation of implementation, including monitoring logs, consultation records, and correspondence. Records shall be maintained in the project file by the Lead Agency and made.

Gabrieleño Band of Mission Indians – Kizh Nation (GBMIKN)

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

- a) The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

- b) A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- c) The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- d) On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development construction phase at the project site possesses the potential to impact Kizh TCRs.

GBMIKN TCR-2 Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

- a) Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, including for education, cultural, and/or historic purposes.

GBMIKN TCR-3 Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

- a) Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- b) If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code Section 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
- c) Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2).
- d) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- e) Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

XIX. Utilities and Service Systems

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

Environmental Setting

The Project occurs along utility ROW and paved roadways within the City of Long Beach. Existing known utilities in the Footprint include Chevron petroleum lines; SCE electric lines; LBUD gas, water, and sewer lines; fiber optic communication; and Los Angeles County Flood Control District (LACFCD) and City of Long Beach storm drain pipes (DRP 2025).

As discussed in Section XI, Land Use and Planning, wastewater from S-7 is discharged to the existing LBUD sewer system. LBUD collects wastewater from its sewer shed and transports that wastewater to the LACSD regional trunk lines. A portion of the wastewater collected by LBUD is delivered to the A.K. Warren Water Resource Facility; the remainder is delivered to the Long Beach Water Reclamation Plant.

Flows from S-7 vary both diurnally and seasonally. In recent years, the estimated maximum daily average was recorded in the month of January 2017 at approximately 94 gpm (LBUD 2024), and the highest peak flow time was

recorded January 22, 2017, at approximately 811 gpm. The proposed S-7 improvements would provide a total pump capacity of 860 gpm.

The design capacities of LACSD's wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Any future expansions of LACSD facilities must be sized and service-phased in a manner that is consistent with SCAG regional growth forecasts for Los Angeles County. The available capacity of LACSD's treatment facilities is therefore limited to levels associated with the approved growth identified by SCAG (LACSD 2025b).

Several class III landfills located within the County of Los Angeles could serve the Project, as listed in Table 3-9. The total permitted throughput for all landfills is 27,765 tons per day, and approximately 137.09 million tons (164.21 million cubic yards) of total capacity remain.

Table 3-9. Available Landfill Capacity

Landfill	Location	Estimated Closing Year	Maximum Daily Capacity (tons per day)	Estimated Remaining Capacity (million tons)
Antelope Valley	Palmdale	2033	3,600	9.24
Burbank	Burbank	2057	240	2.37
Calabasas	Unincorporated Area	2033	3,500	4.51
Chiquita Canyon	Unincorporated Area	2051	12,000	51.63
Lancaster	Unincorporated Area	2045	3,000	9.84
Pebble Beach	Unincorporated Area	2032	49	0.03
San Clemente	San Clemente Island	2043	10	0.035
Scholl Canyon	Glendale/Unincorporated Area	2032	3,400	2.95
Sunshine Canyon City/County	Los Angeles/Unincorporated Area	2041	12,100	52.22
Whittier (Savage Canyon)	Whittier	2059	3,350	4.26
Total:			27,765	137.09

Source: County of Los Angeles, 2022.

Impact Analysis

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

The Project would improve the reliability of the wastewater conveyance system for the surrounding development by upgrading S-7 and it would increase system redundancy by installing a new force main. The new wet well, valve vault, flow meter vault, and force main would be constructed with the existing lift station remaining in service to reduce the duration of bypass pumping. A temporary bypass would be required for up to 8 weeks to enable the decommissioning of the existing pump station and transfer to the new pump station infrastructure. Service would not be disrupted.

During construction, existing utilities would be avoided to the maximum extent practical and protected in place. Temporary disruption of service or relocation may be required to allow for construction pending final engineering design. Service on such lines would not be disrupted until prior approval is received from the service provider.

There are various dry utilities (e.g., electrical conduit) serving the on-site facilities (e.g., lighting and pumps). These lines would be removed at the beginning of construction, temporarily rerouted, and replaced in kind as part of the Project. Temporary aboveground lines may be installed for use during construction. Electrical service would not be disrupted. Impacts would be less than significant.

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

The Project consists of a new 8-inch force main pipeline and sewer lift station that would function as a mechanism for conveying wastewater from the surrounding development to LBUD's existing sewer system. During construction, water needed for the Project would be minimal and would be limited for uses such as dust control and concrete mixing. Construction water would be sourced locally from LBUD. Once operational, the Project would not create new water demand, as its sole function would be conveyance of wastewater.

Based on the minimal anticipated water uses during construction and operation, and because the Project does not create new water demands or require water to operate, impacts would be less than significant, and no mitigation measures are required.

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

The Project is intended to improve redundancy and reliability in the local wastewater conveyance system. It would not directly or indirectly contribute to an increase in wastewater conveyed to LACSD treatment facilities, nor would it require new or expanded wastewater treatment capacity. Impacts would be less than significant.

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

Solid waste generated from the Project would primarily consist of excavated soil and asphalt and pavement debris, in addition to the demolition debris from the removal of the existing S-7 facilities. CalRecycle lists various waste generation factors for Transportation/Communications/Utilities projects. For the Project, waste generation is listed as 9.2 pounds per employee per day (CalRecycle 2025). With a maximum of 24 daily construction contractor employees working on site at any given time, it is conservatively estimated that the Project would generate up to 220.8 pounds of solid waste per day during construction.

In accordance with AB 939, LBUD would require that source reduction techniques and recycling measures are incorporated into Project construction. Any non-recyclable solid waste produced as a result of the Project would be transported to a landfill and disposed of in compliance with state and local standards. Removed structures, pavement, and vegetation would be stockpiled in nearby staging areas before being disposed of according to the methods set forth in the Waste Management Plan, which would be prepared by the contractor prior to construction.

Due to the nature of the Project, solid waste generation is not anticipated during operation. Per AB 341 standards, a 75 percent diversion rate for operational waste would be achieved.

Therefore, the Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local landfills, or otherwise impact the attainment of solid waste reduction goals. Impacts would be less than significant, and no mitigation measures are required.

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

As discussed in Threshold (d) above, the Project would generate minimal amounts of solid waste in relation to the handling and disposal of this waste. The Project would comply with all federal, state, and local solid waste diversion, reduction, and recycling mandates including compliance with the Countywide Integrated Waste Management Plan (County of Los Angeles 2022). No impact would result, and no mitigation measures are required.

XX. Wildfire

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Environmental Setting

The Project is located in an urbanized area of the City of Long Beach and it is not within a state responsibility area. A review of Los Angeles County Fire Hazard Severity Zone maps indicates that the Project site is not located in a very high fire hazard severity zone (VHFHSZ) (County of Los Angeles 2021).

Impact Analysis

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

The Project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. The Project would not impede use of any disaster routes in the City. Implementation of the Project would not impair an adopted emergency response plan or emergency evacuation plan. No impact would result.

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

As discussed above, the Project is not located in or near a state responsibility area or in a VHFHSZ. The site is located in an urbanized area of the City surrounded by institutional and residential uses. The Project would not involve activities that would exacerbate wildfire risks to property or people. No impact would result.

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

The Project is in an urbanized area adequately served by existing roads and utilities and would not require the installation or maintenance of new roads, fuel breaks, emergency water sources, power lines or other utilities that may exacerbate fire risk or result in environmental impacts. Most of the Project improvements would be installed underground, and surface finishes would generally match pre-construction surface conditions. No impact would result.

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

The site is located in an urbanized area of the City surrounded by industrial and residential uses. There are no slopes or hills located in the Footprint, and accordingly, no people or structures would be exposed to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability or drainage changes. No impact would result.

XXI. Mandatory Findings of Significance

Environmental Issue Area:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact Analysis

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

The Project is in an urban environment where special-status plant and animal species, and habitat to support such species, are generally absent. As discussed under Section 3.IV, Biological Resources, potentially significant impacts to nesting birds and roosting bats could occur. However, with implementation of **Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-4**, impacts would be reduced to less than significant levels, and the Project would not have the potential to substantially degrade habitat or cause a drop in population levels.

As discussed under Section 3.V, Cultural Resources and Section 3.XVIII, Tribal Cultural Resources, the potential for an unanticipated cultural resource discovery does exist and represents a potentially significant impact. **Mitigation Measures CUL-1, CUL-2, and CUL-3**, as well as **GTIOCTC TCR-1, GTIOCTC TCR-2, GTIOCTC TCR-3, GTIOCTC TCR-4, GTIOCTC TCR-5, GTIOCTC TCR-6, JBMIAN TCR-1, JBMIAN TCR-**

2, JBMIAN TCR-3, JBMIAN TCR-4, JBMIAN TCR-5, JBMIAN TCR-6, JBMIAN TCR-7, JBMIAN TCR-8, JBMIAN TCR-9, JBMIAN TCR-10, JBMIAN TCR-11, JBMIAN TCR-12, GBMIKN TCR-1, GBMIKN TCR-2, and GBMIKN TCR-3 are proposed to address the potential for inadvertent discovery of archaeological resources and tribal cultural resources during construction through working training, monitoring, and stop work requirements. Implementation of these mitigation measures would reduce impacts to archaeological resources to a less than significant level. No elimination of important examples of the major periods of California history or prehistory would occur.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

A significant environmental impact could result from the combined effects of two or more projects that are closely related geographically (within the same vicinity or greater region, depending on the nature and scope of the project and environmental factor under consideration) and in time (recently completed projects, projects currently under construction, and/or projects anticipated to be implemented in the near-term future).

When a project would create no impact related to a particular environmental factor, there would be no potential for the project to contribute to a significant effect created by the combined impacts of closely related projects. Based on the analysis in this IS/MND, the Project would create no impacts related to agriculture and forestry resources, mineral resources, and wildfire. Therefore, there is no potential for cumulatively considerable impacts associated with these resources.

For those resources with impacts determined to be less than significant without the need for mitigation measures or potentially significant unless mitigation is incorporated, cumulatively considerable impacts were evaluated with consideration of ongoing and future projects in the Belmont Park neighborhood, as well as existing and past uses in the area.

Air pollutant and GHG emissions, as assessed under CEQA, are inherently recognized as cumulative impacts. Project-level thresholds of significance for these emissions are used in the determination of whether a project’s individual emissions would make a cumulatively considerable contribution to a significant impact. Based on the analysis contained in this IS/MND, both air quality and GHG emissions would remain substantially below the defined thresholds of significance. Therefore, the Project would not make a cumulatively considerable contribution to a wider adverse air quality or GHG impact.

Soils and hydrology impacts related to runoff and siltation could extend off site and result in a larger impact when combined with the existing runoff along roads and industrial uses in the area. However, the sewer force main would be located underground, and all construction activities would adhere to stormwater discharge permitting requirements. The improvements at S-7 would not involve a substantial increase in impermeable surfaces. As such, these impacts would not make a cumulatively considerable contribution to a more widespread impact.

Construction noise would contribute to existing sources of noise in the area, including traffic along roads adjacent to the alignment. However, the Project would adhere to noise ordinances, and impacts would be limited to the construction and not operation or maintenance (see **Mitigation Measures NOI-1, NOI-2, NOI-3, NOI-4, and NOI-5** in Section 3.XIII, Noise). As such, noise impacts would not make a cumulatively considerable contribution to a more widespread impact.

There are no known or proposed roadway improvement projects in the Footprint occurring at the same time or space as the Project. The City’s Colorado Lagoon Restoration Project occurs adjacent to the Project in the Colorado Lagoon, Marina Vista Park, and a small portion of Marine Stadium. This project involves improvements to the Colorado Lagoon and Marina Vista Park to improve water quality, restore estuarine habitats, and enhance public enjoyment of the area. According to the City’s website, road closures associated with the Colorado Lagoon Restoration Project are expected to continue through summer 2026. Given that construction of the Project are expected to start in late 2026, it is not anticipated to contribute to a cumulative impact regarding traffic circulation.

Project construction may also overlap with construction of other utility projects; however, implementation of **Mitigation Measure TR-1**, which requires the preparation and approval of a standard TCP and coordination with Los Angeles Department of Transportation and local businesses and residents, would be required. As such, traffic impacts would not make a cumulatively considerable contribution to a more widespread impact. For these reasons, impacts would be less than cumulatively considerable, and less than significant.

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

The Project would have less than significant impacts (with and without incorporation of mitigation measures), or no impacts on the environment as discussed throughout this IS. Mitigation measures have been prescribed, where applicable, to reduce all potential environmental impacts to less than significant levels.

Upon implementation of mitigation measures and compliance with existing regulations, the Project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly during construction or operation. Therefore, a less than significant impact is anticipated.

Mitigation Measures

See **CUL-1**, **CUL-2**, and **CUL-3**, under Section 3.V, Cultural Resources; **BR-1**, **BR-2**, and **BR-3** under Section 3.IV, Biological Resources; **TR-1** under Section 3.XVII, Transportation; **GTIOCTC TCR-1**, **GTIOCTC TCR-2**, **GTIOCTC TCR-3**, **GTIOCTC TCR-4**, **GTIOCTC TCR-5**, **GTIOCTC TCR-6**, **JBMAN TCR-1**, **JBMAN TCR-2**, **JBMAN TCR-3**, **JBMAN TCR-4**, **JBMAN TCR-5**, **JBMAN TCR-6**, **JBMAN TCR-7**, **JBMAN TCR-8**, **JBMAN TCR-9**, **JBMAN TCR-10**, **JBMAN TCR-11**, **JBMAN TCR-12**, **GBMIKN TCR-1**, **GBMIKN TCR-2**, **GBMIKN TCR-3** under Section 3.XVIII, Tribal Cultural Resources; and **NOI-1**, **NOI-2**, **NOI-3**, **NOI-4**, and **NOI-5** under Section 3.XIII, Noise.

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Appendix A. CAP Checklist and CalEEMod Inputs, Assumptions, and Outputs

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Appendix B. Biological Resources Letter

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Appendix C. Cultural Resource Technical Study

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Appendix D. CAP Consistency Checklist

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Appendix E. Geotechnical Evaluation

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Appendix F. Phase I Environmental Site Assessment

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Appendix G. Sea Level Rise Analysis

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Appendix H. Noise and Vibration Study

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Appendix I. VMT Memorandum

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Appendix J. AB 52 Consultation Documentation

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Appendix K. Mitigation Monitoring and Reporting Program

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