

Draft
Initial Study/Mitigated Negative Declaration
for the
SA Recycling Facility
Demolition and Restoration Project

Prepared for:



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

Prepared by:



October 2026

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ACRONYMS AND ABBREVIATIONS

<u>Acronym/Abbreviation</u>	<u>Definition</u>
2022 Scoping Plan	2022 Scoping Plan for Achieving Climate Neutrality
AB	Assembly Bill
Air Basin	South Coast Air Basin
AQMP	air quality management plan
Basin Plan	Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties
bgs	below ground surface
BMP	best management practice
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCA	California Coastal Act
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CERP	Community Emissions Reduction Plan
CFR	Code of Federal Regulations
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
COLB or City	City of Long Beach
CRHR	California Register of Historic Resources
dBA	A-weighted decibel
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
GWP	global warming potential
Harbor District	Long Beach Harbor District
HDP	Harbor Development Permit
Hiuka America	Hiuka America Corporation
I-	Interstate
IGP	Industrial General Permit
IP	Port-Related Industrial
IS	Initial Study
LBMC	City of Long Beach Municipal Code
L _{eq}	equivalent noise level

<u>Acronym/Abbreviation</u>	<u>Definition</u>
LST	localized significance threshold
MBTA	Migratory Bird Treaty Act
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MS4	Municipal Separate Storm Sewer System
MTCO _{2e}	metric ton of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
PM _{2.5}	particulate matter with a diameter of 2.5 microns or less
PM ₁₀	particulate matter with a diameter of 10 microns or less
PMP	Port Master Plan
POLA	Port of Los Angeles
POLB or Port	Port of Long Beach
PPE	personal protective equipment
PRC	Public Resources Code
PVC	polyvinyl chloride
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
ROG	Reactive Organic Gases
SA Recycling	SA Recycling, LLC
SCAQMD	South Coast Air Quality Management District
SMP	Soil Management Plan
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SR	State Route
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
TCR	tribal cultural resource
U.S.	United States
USEPA	United States Environmental Protection Agency
VMT	vehicle miles traveled
VOC	volatile organic compound

1. INTRODUCTION

1.1 Proposed Project Overview

The SA Recycling, LLC (SA Recycling, Applicant, Lessee) facility is located at 482 Pier T Avenue, Long Beach, California 90802 on Pier T (site or Project site), within the Terminal Island Planning District (District 4) of the Long Beach Harbor District (Harbor District) in the Port of Long Beach (POLB or Port). SA Recycling leases the premises from the Port under Lease Agreement HD-5095 (Lease). On July 29, 2025, SA Recycling submitted an application to the Port for a Harbor Development Permit (HDP) to remove all improvements and personal property and restore the site to as good a state and condition as when the site was taken for possession, except for reasonable wear, tear, and damage by the elements, as required in SA Recycling's Lease (proposed Project).

The Project site is used by SA Recycling for the unloading of iron ore from trains, stockpiling it, and loading it onto shipping vessels and trucks for export. SA Recycling's Lease permits use of the Project site as a recyclable steel, non-ferrous metal, and finished steel import and export facility. SA Recycling's Lease also allows for the transloading of grain products and woodchip products; however, SA Recycling has never handled grain or woodchip products.

In accordance with Lease HD-5095, SA Recycling prepared a Restoration Plan, which identifies improvements and other property owned by SA Recycling to be demolished and/or otherwise removed, as well as any improvements proposed to be transferred to the Port and left in place. The Restoration Plan also identifies soil and groundwater contamination on the premises, studies and other investigations required, and permits, approvals, and other documentation that would be required to carry out the Restoration Plan. SA Recycling would be responsible for remediating on-site contamination resulting from their operations. The Port would be responsible for any remediation of the Project site resulting from activities that predated SA Recycling's Lease and assume responsibility for maintaining the Project site once the demolition and restoration activities are complete (SA Recycling 2026a).

SA Recycling would cease operations prior to the start of demolition and restoration activities. Based on the Lease, and as discussed in the Restoration Plan, SA Recycling is responsible for removing all improvements except the wharf, the crane rail system, the oil pipelines, and eight plugged oil wells. The proposed Project would demolish and/or remove existing improvements on the site that consist of the operations and administration building; two railroad spurs; parking lot; weighing station/truck scales; stockpile yard; loading areas; maintenance facilities; miscellaneous utilities (i.e., gas, electrical, fire, communication, water, and sewer); aboveground storage tank; stormwater conveyance system consisting of a pump station/clarifier, sumps, and aboveground piping; concrete; footings; floodlighting; boundary wall; and perimeter fencing. As previously noted, the existing wharf, crane rail system, oil pipelines, and eight plugged oil wells would remain on-site. As part of the site restoration activities, the Project site would be regraded with a slight inward slope (i.e., runoff would flow to the central portion of the site). The proposed Project would include as-needed remediation of contaminated soil. Subsequent to demolition and restoration activities, the Port would place a layer of crushed rock or gravel over the site to prevent soil erosion and install perimeter fencing around the Project site for security purposes. There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the

premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate California Environmental Quality Act (CEQA) evaluation.

1.2 Environmental Analysis

1.2.1 CEQA Process

This Initial Study (IS) and Mitigated Negative Declaration (MND) has been prepared pursuant to CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the amended CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). The purpose of the IS/MND is to inform the decision-makers, responsible agencies, and public of the proposed Project, characterize the existing environment that would be affected by the proposed Project, evaluate the environmental effects that would occur if the proposed Project is approved, and identify mitigation measures that would avoid or reduce environmental effects to the extent feasible.

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

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

The IS/MND is prepared in accordance with CEQA and is intended as an informational document undertaken to provide an environmental basis for discretionary actions related to the proposed Project. The resulting documentation is not a policy document, and its approval and/or certification neither presumes nor mandates any actions on the part of other agencies from whom permits and other discretionary approvals would be required for the proposed Project.

1.2.2 CEQA Lead Agency

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

1.2.3 Initial Study

The IS/MND presents an analysis of potential effects of the proposed Project on the environment based on HDP Application 25-046 submitted to the POLB by SA Recycling on July 29, 2025, associated submittals, POLB data requests, and additional research.

The following environmental resource areas are evaluated in the IS/MND based on the proposed Project's potential direct and indirect effects on the environment:

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

The IS/MND has been organized into the following sections:

- **Section 1: Introduction.** Provides an introduction and overview describing the proposed Project and the CEQA process and identifies key areas of environmental concern to be analyzed.
- **Section 2: Project Description.** Provides an in-depth description of the proposed Project, including construction details and methods.
- **Section 3: Environmental Determination.** Presents the results of the analysis completed in Section 4.
- **Section 4: Environmental Setting and Impacts.** Provides an analysis of the proposed Project's potential environmental impacts.
- **Section 5: Mitigation Monitoring and Reporting Program.** Provides a list of proposed Project mitigation measures and responsibilities for their implementation.
- **Section 6: List of Preparers.** Provides a list of the key people with input into the proposed Project.

References

SA Recycling. 2026a. Site Restoration Plan, SA Recycling Facility, Pier T Avenue, Long Beach, California 90802. Prepared by Stantec. June.

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2. PROJECT DESCRIPTION

2.1 Project Title

SA Recycling Facility Demolition and Restoration Project

2.2 Lead Agency Name and Address

Port of Long Beach
City of Long Beach Harbor Department
Environmental Planning Division
415 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

2.3 Lead Agency Contact Person and Phone Number

Jennifer Williams, Environmental Specialist Associate
Environmental Planning Division
(562) 283-7100, Jennifer.Williams@polb.com

2.4 Project Location

The Project site is located at 482 Pier T Avenue, Long Beach, California 90802 (Figure 2-1), immediately south of the intersection with West Seaside Boulevard. The SA Recycling facility is situated on Assessor's Parcel Number 7436-031-902 and occupies 18.87 acres, which the Applicant leases from the Port. Specifically, the Project site is located south of Interstate 710 (I-710), west of the Back Channel, and east of Pier T Avenue (Figure 2-2). The entire Project site is located on Pier T within the Long Beach Harbor District.

2.5 Project Applicant's Name and Address

Moises Figueroa, Regional Manager
SA Recycling, LLC
3200 E Frontera Street
Anaheim, CA 92806

2.6 General Plan Designation

The SA Recycling facility is located on Pier T in the POLB. The POLB is a designated Regional Serving Facility placetype in the COLB General Plan Land Use Plan and is shown on map LU-17 of the General Plan Land Use Map (COLB 2019).

As stipulated in the COLB General Plan, the Port Master Plan (PMP) is intended to serve as the official guide to the continued development and operation of the Port and is consistent with the General Plan land use designations. The Project site is located in PMP Planning District 4 (Terminal Island). Existing permitted uses include Primary Port Facilities, Port-Related Industries and Facilities, Hazardous Cargo Facilities, Ancillary Port Facilities, Federal Use, Non-Port Related Areas, Oil and Gas Production, Utilities, and Navigable Corridor. Primary Port uses within this district include container terminal operations, a liquid bulk facility, an iron ore export facility, and a lumber terminal.



Figure 2-1. Regional Vicinity Map



Figure 2-2. Project Location

2.7 Zoning

SA Recycling leases from the Port, the property on Pier T on which the Project site is located, within the Terminal Island Planning District (District 4) of the Long Beach Harbor District. SA Recycling's operations are consistent with the land use designation of "Primary Port Facilities" in the certified PMP; SA Recycling's operations are industrial in nature for the shipment of goods and raw materials and are dependent on access to water frontage (POLB 1990).

Pursuant to COLB Zoning Ordinance (Title 21 of the COLB Municipal Code [LBMC]), the Project site is located in the Port-Related Industrial (IP) Zoning District. The IP zone is characterized predominantly by maritime industry and marine resources (COLB 2026).

2.8 Surrounding Land Uses

SA Recycling leases the Port-owned property on which they operate at 482 Pier T Avenue, Long Beach, California 90802 comprising 714,250 square feet of land area and 107,750 square feet of submerged land area. The Project site is bounded by West Seaside Boulevard to the north, Pier T Avenue, Pier T Lane, and Pier T Way to the west, the Back Channel to the east, and the Marathon Petroleum T1 terminal to the south. To the west of the Project site, Total Terminals International, LLC operates a marine container terminal on Pier T. There is also an existing main rail line located west of the Project site. Uses in the area surrounding the Project site include marine cargo terminals, oil and gas industrial uses, and construction staging and laydown areas. Regional ground transportation access to the Project site is provided by State Route (SR) 103 Terminal Island Freeway (SR-103), with connections to SR-47 and I-710. Local access to the Project site is provided from Pier T Avenue and Pier T Way.

2.9 Background and Setting

Hiuka America Corporation (Hiuka America) and the Port originally entered into Lease HD-5095 on November 5, 1992, for Hiuka America's use of land and water areas at Berth T118 at Pier T for the operation of a recyclable steel, recyclable non-ferrous metal, and finished steel import and export facility for the receiving, handling, preparation, shipping, loading, and unloading of heavy melting steel, plate and structural steel, shredded steel, steels bales, cast iron, motor blocks, rerolling steel, crushed turnings, and busheling and non-ferrous recyclables for export from and import to the premises.

Lease HD-5095 became effective on November 14, 1994, following the Port's completion of improvements on the premises in accordance with the Lease, consisting of the demolition and removal of former existing finger piers and petroleum storage tanks (and related equipment and facilities); construction of a new wharf and associated crane rails; construction of a railroad line from the Terminal Island yard to the Lease line and two railroad spur tracks; preparation of recyclable steel and vessel loading areas, including a slab covering the recyclable steel area, fencing, and walls; construction of a water collection system for the recyclable steel and ship loading areas; construction of one railroad scale, four truck scale systems, and a scale house; and the installation of utilities on the premises. Under the Lease, Hiuka America was responsible for improvements to the premises consisting of landscaping, construction of an operations and administration building, and construction of handling, preparation, and ship loading systems (POLB 1992).

On December 27, 1996, Pacific Coast Recycling, LLC assumed the rights, title, and interest of Hiuka America under Lease HD-5095 (POLB 1996). In January 2014, Pacific Coast Recycling's rights, title, and interest under Lease HD-5095 were assigned to SA Recycling (POLB 2014a). Subsequent amendments to Lease HD-5095 expanded potential use of the premises to include iron ore (POLB 2013), transloading of grain products (POLB 2015), and transloading of woodchip products for overseas export (POLB 2017). Although permitted, the facility never handled grain or woodchip products. From 2008 to 2013, SA Recycling's operations primarily consisted of the handling and export of scrap metal. In 2013, SA Recycling's operations transitioned to its current operation of mainly handling and exporting iron ore.

The Project site is predominantly paved with concrete and asphalt, has a 30-foot fence along the north and west perimeters of the Project site, and has floodlight towers surrounding the north, south, and west perimeters. The facility consists of a 17,130-square-foot operations and administration building, a parking lot, and adjoining weigh station/truck scales for incoming trucks. Rail lines on the site are used to transport iron ore from the Terminal Island yard to the northern Project site boundary. The iron ore cargo is discharged from rail cars into a chute on the western perimeter of the Project site. Once the iron ore is in the chute, it is discharged to the conveyor belt, where the iron ore is stockpiled on the premises prior to export via vessels. The stockpiled iron ore is loaded by heavy loaders and cranes onto a cargo ship berthed at the wharf located along the Back Channel on the eastern perimeter of the Project site. The facility's storage yard was constructed with a 12-inch-thick concrete slab over an impermeable polyvinyl chloride (PVC) barrier to limit the potential for migration of hazardous materials to subsurface soils and groundwater.

Three sumps located on the site capture rainwater and dust suppression water conveyed to a pump station/clarifier on the northeastern boundary of the Project site. The pump station/clarifier separates solids from the collected water before it is transferred via aboveground piping to the 1,000,000-gallon-capacity aboveground storage tank. The water stored in the storage tank is used for dust control purposes at the facility.

A fixed base that supported a former 360-degree scrap metal crane, electrical transformers, and maintenance areas used for repairing and maintaining on-site equipment (e.g., cranes and conveyor belts) are also located on the site. Eight plugged oil wells are located throughout the premises.

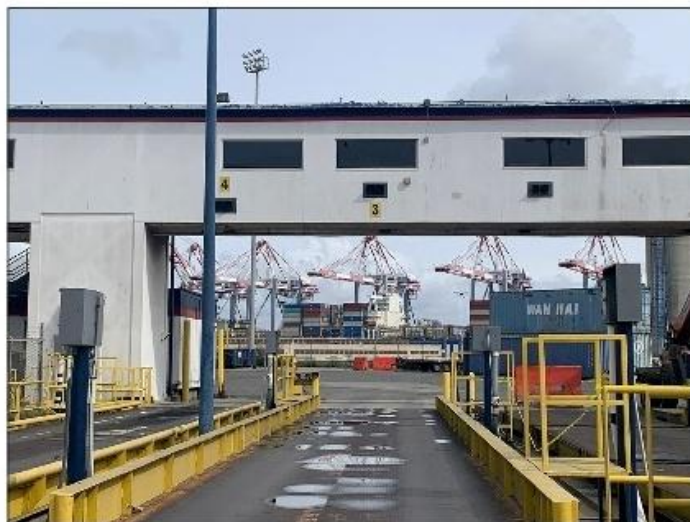
The existing on-site improvements are depicted in Figure 2-3 and Figure 2-4.



Office and Administration Building



Aboveground Storage Tank



Truck Scales

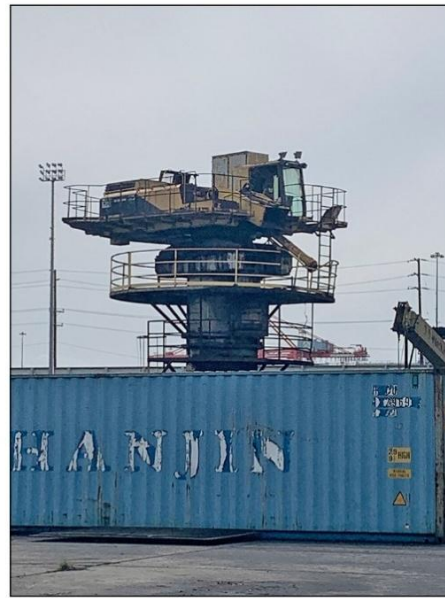


Iron Ore Stockpile

Figure 2-3. Existing Improvements



Loading Crane (1 of 2)



Former 360 Scrap Metal Crane Base



Conveyor Belt System



Pump Station/Clarifier



Electrical Transformers

Figure 2-4. Existing Improvements

2.10 Project Overview

2.10.1 Harbor Development Permit

SA Recycling submitted an application for an HDP to the POLB on July 29, 2025. In accordance with its Lease, SA Recycling is proposing to demolish, remove, or leave in place improvements and other property owned by it or by third parties. HDP Application 25-046 was deemed complete by the Port on October 13, 2025. There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation.

2.10.2 Demolition and Removal of Improvements

SA Recycling's Lease HD-5095 requires the preparation and submittal of a Restoration Plan to the Port that identifies the following: improvements and other property owned by it or third parties to be demolished and/or otherwise removed; any of its improvements that are proposed to be transferred to the Port and left in place; soil and groundwater contamination, if any; studies and other investigations required; and permits, approvals, and other documentation, which will be required to carry out the Restoration Plan (POLB 1992, SA Recycling 2026a).

Based on SA Recycling's HDP Application 25-046 and Restoration Plan, the following improvements would be demolished and/or removed from the premises (Figure 2-5):

- Two loading cranes
- Former 360-degree scrap metal crane base
- One-million-gallon aboveground storage tank
- Operations and administration building
- Weighing station with four truck scales
- Perimeter fencing and boundary wall
- Floodlighting
- Sumps, pump station/clarifier, associated pumps, and piping
- Electrical transformers
- Below- and above-grade conveyor belt system
- Concrete surface and underlying impermeable barrier (except for the area along the east perimeter of the facility adjacent to the wharf and crane rail system)
- Utilities (to be cut and capped at the site boundaries)
- Iron ore, scrap metal, chain-link fencing, mobile equipment, storage sheds and containers, concrete barriers, portable aboveground storage tanks, and supplies
- Two railroad spurs

The following improvements would remain on the premises (Figure 2-5):

- Wharf (885 feet) and crane rail system (869 feet)
- Oil pipelines
- Eight plugged oil wells (to be protected in place)



Figure 2-5. Pre-Restoration Site Plan

All improvements proposed to be demolished and/or removed at the SA Recycling facility, their uses, and approximate dimensions or quantities are listed in Table 2-1 and shown in Figure 2-3 and Figure 2-4.

**Table 2-1.
Improvements to Be Demolished and/or Removed**

Improvement	Previous Use	Approximate Dimensions or Quantity
Two Loading Cranes	Load iron ore onto shipping vessels	American Model 325 Crane (nonoperational) – main boom 120 feet Gottwald Mobile Harbor Crane – main boom 164 feet
Operations and Administration Buildings	Operations offices, warehouse, and scale houses	17,130 square feet
Conveyor Hopper System	Collect and transfer iron ore to stockpile areas	76 feet x 16 feet x 5 feet
Fixed Base for 360-Degree Scrap Metal Crane	Support scrap metal recycling operations	20 feet x 20 feet
Aboveground Storage Tank	Temporary stormwater storage	1,000,000 gallons
Sump Station (Three Sumps)	Capture stormwater for transfer to the pump station/clarifier	Two sumps: 27 feet x 2 feet x 5 feet One sump: 12 feet x 14 feet x 8 feet
Pump Station/Clarifier	Remove solids from stormwater conveyed to the aboveground storage tank	30 feet x 30 feet
Electrical Transformer Units	Provide electrical power for operations	Total of three transformers; each is approximately 4 feet x 8 feet
Floodlights	Illuminate the site for safety purposes	Approximately 84 lights
Perimeter Fencing	Provide security fencing	2,000 linear feet
Concrete Slab and Impermeable Barrier System	Minimize transfer of hazardous materials to soil and groundwater	12 acres
Railroad Spurs	Provide rail access to the Project site	Two

Excavation activities associated with the demolition of improvements would include the removal of the drain line from the central sump to the pump station; gas, electrical, communication, water, and sewer utilities; floodlights; the pump station/clarifier; and other operational utilities. All existing concrete footings and foundations for the improvements removed (i.e., weighing station/truck scales, boundary wall, floodlights, and fixed base for 360-degree scrap metal crane) would be backfilled with certified clean fill¹ to a relative compaction of 95 percent. All plugged oil wells and

¹ To avoid introducing potential contaminants from potential borrow sites, clean certified backfill material would be imported from a native quarry source that would be compliant with the *Port of Long Beach Environmental Requirements for Soil and Fill Material* (dated December 17, 2018). Backfill material would be imported from Irwindale Aggregates located in Irwindale, California.

associated pipelines on the southern boundary would be protected in place. All utilities entering the Project site, once deactivated by the respective utility company, would be cut and capped at the Project site boundary. If any excavation or trenching activities are required, the surface of these areas would be shaped, leveled, and contoured (rough-graded) to match the general elevations of the surrounding grade at the Project site.

The concrete slab and impermeable barrier system would be removed after all surface infrastructure (e.g., operations and administration building and other infrastructure) has been removed in each area of the Project site to minimize the potential for any residual contaminants associated with these removal actions to contaminate exposed soils. As water would be used for dust suppression during site restoration activities, the sumps and permitted removal of the pump station/clarifier would occur once all surface infrastructure has been decommissioned. Water trucks would be used to provide dust suppression post removal of the sumps and pump station/clarifier.

Subsequent to removal of the pump station/clarifier, that area would be excavated and backfilled. An estimated 7,475 cubic feet of soil would be removed during excavation. The former pump station/clarifier pit would be backfilled with certified clean soil consistent with the requirements stipulated in the *Port of Long Beach Environmental Requirements for Soil and Fill Material* (dated December 17, 2018) and in accordance with guidance developed by the California Department of Toxic Substances Control (DTSC) for importing clean backfill material (SA Recycling 2026b). The excavated soil would be tested to confirm whether it meets criteria for reuse. If the excavated material is determined to be clean, it may be reused as backfill.

The aboveground storage tank, sumps, and pump station/clarifier would be removed under a permit from the Certified Unified Program Agency (COLB Fire Department). The equipment within the pump station/clarifier would be removed, and the pump station/clarifier would be cleaned prior to concrete removal. Soil samples would be collected from the bottom of the pump station/clarifier, and if contamination is encountered that is not consistent with undocumented fill used at the Project site, the impacted soil would be delineated for removal in accordance with the Soil Management Plan (SMP) and regulatory requirements (SA Recycling 2026b).

All rubbish and debris in submerged land underlying the water berthing area in connection with SA Recycling's operations would be removed and disposed of at an appropriate waste management facility. The proposed Project would include the use of a magnet system to extract any debris that could have been deposited into the water at the vessel berthing area.

Excavated soil generated by the proposed Project is anticipated to be characterized as either non-hazardous or non-Resource Conservation and Recovery Act (RCRA) California hazardous waste. Soil requiring off-site disposal would be hauled by trucks from the Project site to a waste disposal facility licensed or permitted to accept the soil. Non-RCRA California hazardous waste or RCRA hazardous waste from demolition debris would be hauled from the Project site to the Kettleman Hills Facility in Kettleman Hills, California, or other facilities licensed or permitted to accept the waste.

Solid non-hazardous wastes or recyclable materials generated from excavation, grading, and site restoration activities would include construction debris, asphalt, concrete, chain-link fencing, scrap metal, glass, wood, plastic, tires, and other general trash such as paper, cardboard, and plastic containers. Management of these materials would be the responsibility of SA Recycling and the general contractor(s). Waste streams would be segregated appropriately and materials recycled in accordance with COLB ordinances and approved recycling facility requirements.

There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation.

2.10.3 Demolition and Site Restoration Schedule and Equipment

Proposed demolition and restoration activities would occur over an approximately 7-month period and would occur in two phases (Table 2-2). The proposed Project would require the use of both on-road and off-road trucks and equipment to conduct demolition and removal activities. The post-restoration site plan is shown in Figure 2-6.

**Table 2-2.
Demolition Activity Phases and Personnel Schedule**

Construction Phase	Work Activity	Total Work Days	Shifts/Hours	Workers Per Day
1	Soil Management Plan Implementation (Oversight)	153	153/10	4
1	Cessation of Site Operations	1	N/A	1
1	Disposal/Recycling of Existing Waste Streams	23	23/10	4
1	Site Signage	1	1/10	1
1	Utility Disconnect and Safe-Off	2	2/10	2
1	Fugitive Dust Air Monitoring Network and Reporting	159	60/10	1
2	Hazmat Abatement and Clearances	5	5/10	4
2	Grubbing/Landscaping Removal	4	4/10	4
2	Pressure Wash / Clean Existing Surfaces	2	2/10	4
2	Operations and Administration Building Demolition (Footings and Foundation) and Haul Away	16	16/10	4
2	Removal of Conveyor Hopper System	14	14/10	6
2	Truck Scale (4 Bay) Dock Demolition	14	14/10	4
2	Removal of Pedestal Crane (Footings/Foundation)	12	12/10	4
2	Removal of American (Rail) Crane	7	7/10	4
2	Removal of Transformer Units	7	7/10	4
2	Removal of Railroad Spurs	7	7/10	4
2	Removal of Existing Concrete and Asphalt Surfacing	56	56/10	4
2	Backfill and Compaction (Multiple Areas)	63	63/10	4
2	Lot Regrading / Rough Grade / Mitigation of Soil Impacts	63	63/10	4
2	Removal of Sumps / Drain Lines / Utilities	23	63/10	4
2	Removal of Floodlights	14	63/10	6
2	Removal of 1,000,000-Gallon Aboveground Storage Tank	14	14/10	2
2	Removal of Pump Station	14	14/10	4
2	Removal of Site Boundary Wall and Floodlight Footings	14	14/10	4
2	Placement of Crushed Rock/Gravel	15	1/8	8

Source: SA Recycling 2025a

Key: N/A = not applicable



Figure 2-6. Post-Restoration Site Plan

The types of equipment and operational schedules for the proposed activities are listed in Table 2-3. Proposed Project-related traffic would use Pier T Avenue and Pier T Way to access the Project site and the surrounding freeway network (e.g., I-710, I-110, SR-103, and SR-47). All traffic would occur on arterial streets and/or freeways that are approved for truck traffic. Trucks would use the same haul routes currently used to support existing operations at the Project site. Trucks would access the Project site from the loading/unloading areas or truck staging areas through designated gates.

Table 2-3.
Demolition and Site Restoration Equipment Types and Schedule

Work Activity	Equipment Type	Quantity	Total Equipment Operational Days	Engine Runtime Peak Day (Hours Per Day)
Soil Management Plan Implementation (Oversight)	Pickup Truck	2	153	4
Disposal/Recycling of Existing Waste Streams	End-Dump Truck	50	23	5
Disposal/Recycling of Existing Waste Streams	Front-End Loader (Bucket)	1	23	0
Utility Disconnect and Safe-Off	Pickup Truck	2	2	4
Fugitive Dust Air Monitoring Network and Reporting	Water Truck	1	159	5
Grubbing/Landscaping Removal	Pickup Truck	1	4	4
Pressure Wash / Clean Existing Surfaces	Pickup Truck	1	2	9
Operations and Administration Building Demolition (Footings and Foundation)	Excavator	1	16	9
Operations and Administration Building Demolition (Footings and Foundation)	End-Dump Truck	20	16	2
Removal of Conveyor Hopper System	Rough Terrain Crane	1	14	9
Truck Scale (4 Bay) Demolition	Telehandler	1	14	8
Removal of Pedestal Crane (Footings/Foundation)	Rough Terrain Crane	1	12	9
Removal of American Crane	Rough Terrain Crane	1	7	9
Removal of Transformer Units	Telehandler	1	7	8
Removal of Existing Concrete and Asphalt Surfacing	Excavator (Breaker)	2	56	8
Removal of Existing Concrete and Asphalt Surfacing	Excavator (Bucket)	2	56	9
Removal of Existing Concrete and Asphalt Surfacing	Front-End Loader (Bucket)	2	56	9
Removal of Existing Concrete and Asphalt Surfacing	Excavator (Concrete Muncher)	2	56	0
Backfill and Compaction (Multiple Areas)	Roller/Compactor	1	63	9

**Table 2-3.
Demolition and Site Restoration Equipment Types and Schedule**

Work Activity	Equipment Type	Quantity	Total Equipment Operational Days	Engine Runtime Peak Day (Hours Per Day)
Lot Regrading / Rough Grade / Mitigation of Soil Impacts	Loader	1	63	9
Removal of Sumps / Drain Lines / Utilities	Excavator (Bucket)	1	23	9
Removal of Floodlights	Rough Terrain Crane	1	14	9
Removal of Aboveground Storage Tank (1,000,000-Gallon) Tank	Alligator Shear/Excavator	1	14	9
Removal of Pump Station/Clarifier	Excavator (Bucket + breaker + compaction wheel)	1	14	0
Removal of Pump Station/Clarifier	Vacuum Truck	1	1	0
Removal of Pump Station/Clarifier	End-Dump Truck	7	1	0
Removal of Railroad Spur	Reach Forklift	1	3	0
Removal of Ballast and Asphalt for Railroad Spur	Excavator	1	4	0
Removal of Ballast	End-Dump Truck	100	2	0
Removal of Ballast	Front-End Loader (Bucket)	1	2	0
Backfill for Railroad Spur	Front-End Loader (Bucket)	3	3	0
Backfill for Railroad Spur	End-Dump Truck	125	3	0
Backfill for Railroad Spur - Compaction	Roller Compactor	1	4	0
Removal of Site Boundary Wall and Footing	Excavator (Bucket)	1	6	0
Placement of Crushed Rock/Gravel	Skip Loader Dozer Blade Roller(s) Water Truck	1	15	8

Source: SA Recycling 2025a

2.11 Other Permits and Approvals

For the purposes of compliance with CEQA and issuance of the HDPs, the POLB is the Lead Agency. Discretionary permits and approvals may be required from other public agencies. Anticipated permit and/or approvals by other public agencies and jurisdictions required to implement the proposed Project may include the following:

- COLB Building and Safety Bureau – Demolition permit and grading permit

- COLB Fire Department – Tank Removal Permit
- DTSC – Soil Management Plan
- Los Angeles Regional Water Quality Control Board – Construction-related permits, as applicable
- South Coast Air Quality Management District (SCAQMD) – Rule 1403 demolition notification
- State Water Resources Control Board – National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit
- COLB Municipal Separate Storm Sewer System (MS4) Permit (Order No. R4-2014-0024, *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges from the City of Long Beach*)

Once the site restoration process has been completed, and the site has been graded and stabilized with placement of crushed rock or gravel cover, the Construction Stormwater General Permit could be closed out by the Port. Following completion of the proposed Project, stormwater runoff from the site would be regulated under the California State Water Resources Control Board's Industrial General Permit (IGP) and the MS4 permit in compliance with NPDES requirements.

2.12 Tribal Consultation

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

In accordance with Assembly Bill (AB) 52 (Gatto), on November 17, 2025, the Port sent notification of the proposed Project and request for consultation letters to Native American tribes identified on the Native American Heritage Commission (NAHC)-generated AB 52 list (Appendix A, *Native American Consultation*). This list includes 19 contacts at nine tribes. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation for the proposed Project under AB 52. The Gabrieleño Band of Mission Indians - Kizh Nation requested to conduct tribal consultation via email. As a result of the consultation with the Gabrieleño Band of Mission Indians - Kizh Nation, this IS/MND includes mitigation to address potentially significant impacts to tribal cultural resources. See Section 4.XVIII, *Tribal Cultural Resources*, which includes a discussion of tribal cultural resources impacts and the proposed Project's mitigation measures. No other tribes requested consultation.

References

- COLB (City of Long Beach). 2026. Zoning and Land Use Map. Available at: <https://longbeachca.maps.arcgis.com/apps/webappviewer/index.html?id=17b68e7082ef4a4ea8ba6b0d04729758>. Accessed January 8, 2026.
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- POLB (Port of Long Beach). 2017. Seventh Amendment to Lease Document HD-5095. SA Recycling, LLC. November 20.
- POLB. 2015. Sixth Amendment to Lease Document HD-5095. SA Recycling, LLC. September 14.
- POLB. 2014a. Fifth Amendment to Lease Document HD-5095. SA Recycling, LLC. January 27.
- POLB. 2013. Fourth Amendment to Lease Document HD-5095. Pacific Coast Recycling, LLC. February 14.
- POLB. 1996. Acknowledgement, Assumption, and Consent. Pacific Coast Recycling, LLC. December 27.
- POLB. 1992. Lease Between City of Long Beach and Hiuka America Corporation. Document HD-5095. November 4.
- POLB. 1990. Certified Port Master Plan, as amended. November. Available at: <https://polb.com/port-info/mission-vision#port-master-plan-overview>. Accessed January 29, 2026.
- SA Recycling. 2026a. Site Restoration Plan, SA Recycling Facility, Pier T Avenue, Long Beach, California 90802. Prepared by Stantec. June.
- SA Recycling. 2026b. Soil Management Plan, SA Recycling Facility, Pier T Avenue, Long Beach, California 90802. Prepared by Stantec. June.
- SA Recycling. 2025a. Port of Long Beach Harbor Development Permit Application. HDP No. 25-046. Attachment E. Project Construction Activity Data and Information Table.

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3. ENVIRONMENTAL DETERMINATION

3.1 Environmental Factors Potentially Affected

The proposed Project would not result in a “Potentially Significant Impact” to any of the environmental factors listed below. Environmental factors with a Less than Significant Impact with Mitigation Incorporated are indicated by checkmarks on the following list.

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

3.1.1 Environmental Determination

On the basis of this initial study:

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



 Signature

10/1/2026

 Date

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4. ENVIRONMENTAL SETTING AND IMPACTS

I. Aesthetics

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

Discussion

Except as provided in PRC Section 21099, would the Project:

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

No Impact. Scenic vistas are public views of natural or unique urban or historic features from a vantage point or corridor. There are no scenic vistas of the Port because it represents an industrial Port complex and the importance of on-site visual resources is low. Given the highly industrialized nature of the Harbor District and surrounding land uses, the Port is not a component of any scenic vista from any important public roadway or viewing spot for sensitive receptors.

The Project site is located on Port-owned property on Pier T within the Terminal Island Planning District (District 4). The Project site is located south of I-710, west of the Back Channel, and east of Pier T Avenue (Figure 2-2). The nearest scenic vistas are ground-level views along the boundary of Queensway Bay and along Harbor Scenic Drive from southbound lanes south of Anaheim Street, located approximately 5 miles east of the Project site. Due to distance and intervening Port infrastructure and structures, these scenic vistas would not be affected by the proposed demolition and restoration activities at the Project site. Furthermore, the proposed Project would be compatible with the existing industrial visual character of the Port complex.

The proposed Project would not construct any permanent structures that would interfere with or have a substantial adverse impact on a scenic vista. There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal

of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation. Therefore, as there are no scenic vistas present and no development planned post site restoration that could have an adverse effect on a scenic vista, no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The Project site is not located in any scenic vista that can be viewed from a state scenic route identified in the COLB General Plan Scenic Routes Element or the California Department of Transportation (Caltrans) Scenic Highway Program (Caltrans 2023). In addition, there are no designated state scenic highways within the Port or the City. The nearest designated state scenic highway is SR-91 beginning at SR-55 to east of the Anaheim city limit, which is more than 20 miles to the northeast of the Harbor District (Caltrans 2023). The Project site is not visible from this state scenic highway due to distance and intervening buildings and topography.

Proposed demolition and restoration activities would require the use of construction equipment; however, these activities would be temporary (approximately 7 months) and would not damage scenic resources within a designated scenic route or highway. Following completion of the proposed demolition and restoration activities, the Project site would consist of a rough-graded dirt lot with the existing wharf, crane, and rail system on the eastern and western perimeter of the Project site. Therefore, the proposed Project would not adversely affect any scenic resources within a designated state scenic highway. No impact would occur.

Mitigation Measures

No mitigation is required.

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 a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The proposed Project would occur on a site zoned as Port-Related Industrial (IP) in the COLB Zoning Ordinance (Title 21 of the LBMC). The IP zoning district is characterized predominantly by maritime industry and marine resources (COLB 2026). Uses in this district are primarily Port-related or water dependent but may include water-oriented commercial and recreational facilities. There are no regulations that govern scenic resources or quality in the IP zoning district. In addition, the proposed Project would not conflict with the aesthetics/visual resources plans and policies of the General Plan Conservation Element (COLB 1973), Mobility Element (COLB 2013), or Urban Design Element (COLB 2019). Therefore, as the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality, no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The proposed Project would not construct any permanent structures that would create a new source of substantial light or glare. Per LBMC Section 8.80.202, *Construction Activity – Noise Regulation*, the proposed demolition and restoration activities are expected to occur mainly during daylight hours, such that construction equipment would not require strong lighting or affect nighttime views. Additionally, the proposed Project would remove existing floodlighting (approximately 84 lights) from the Project site, and no new lighting would be installed, resulting in a long-term decrease in light sources. Therefore, as the proposed Project would not adversely affect daytime or nighttime views in the area, no impact would occur.

Mitigation Measures

No mitigation is required.

References

- Caltrans (California Department of Transportation). 2023. Caltrans Scenic Highways. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. May 27, 2026
- COLB (City of Long Beach). 2026. Zoning and Land Use Map. Available at: <https://longbeachca.maps.arcgis.com/apps/webappviewer/index.html?id=17b68e7082ef4a4ea8ba6b0d04729758>. Accessed May 8, 2026.
- COLB. 2019. Urban Design Element. City of Long Beach General Plan. Available at: <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/lueude/urban-design-element-final-adopted-december-2019>. Accessed May 8, 2026.
- COLB. 2013. Mobility Element. City of Long Beach General Plan. Available at: https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/mobility-element/320615_lbds_mobility_element_web. Accessed June 11, 2026.
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II. Agriculture and Forestry Resources

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

Discussion

Would the Project:

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

No Impact. The proposed Project is located in a highly developed area of the Port. The Project site is not intended for agricultural use (POLB 1990). According to the California Department of Conservation's (DOC's) Farmland Mapping and Monitoring Program, the Project site is not within any area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2026a, 2026b). The Project site is designated as Urban and Built-Up Land (DOC 2026a). As such, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (farmland), and no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The Project site is located in the Port-Related Industrial (IP) zone of the COLB (COLB 2026, DOC 2026b). The IP zone is characterized by uses predominantly by maritime industry and marine resources. Uses in this district are primarily Port-related or water dependent. According to the certified PMP, the Project site is located within the Terminal Island Planning District (District 4), which permits Primary Port Facilities, Hazardous Cargo Facilities, Oil and Gas Production, Utilities, and Navigation Corridor. No agricultural uses occur within the Project site and surrounding areas. The Project site is not a part of a Williamson Act contract (DOC 2026b). As such, the proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. As discussed in Section 4.II(b), the Project site is zoned Port-Related Industrial (IP), which is characterized predominantly by maritime industry and marine resources (COLB 2026). The Project site is not located within lands zoned for forest land or timberland. As such, the proposed Project would not conflict with existing zoning or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. As discussed in Section 4.II(b), the Project site is located within a highly developed area of the Port that is characterized predominantly by maritime industry and marine resources. The Project site is not located within lands zoned for forest land. The proposed Project would not result in the loss of forest land or convert forest land to non-forest use. No impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. As discussed in Sections 4.II(a) through 4.II(d), the Project site is located entirely within the Harbor District, which does not contain land zoned for agricultural or forest uses. The proposed Project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use. No impact would occur.

Mitigation Measures

No mitigation is required.

References

- COLB (City of Long Beach). 2026. Zoning and Land Use Map. Available at:
<https://longbeachca.maps.arcgis.com/apps/webappviewer/index.html?id=17b68e7082ef4a4ea8ba6b0d04729758>. Accessed May 8, 2026.
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- POLB (Port of Long Beach). 1990. Port of Long Beach Port Master Plan. Available at:
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III. Air Quality

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

Discussion

Would the Project:

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

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

The federal and state Clean Air Acts mandate the control and reduction of certain air pollutants. Under these laws, the United States (U.S.) Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants, which are summarized in Table 4-1. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, exhaust stack of a factory) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOCs),² nitrogen oxides (NO_x), particulate matter with a diameter of 10 microns or less (PM₁₀) and 2.5 microns or less (PM_{2.5}), sulfur dioxide (SO₂), and lead (Pb). Other pollutants are created secondarily through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and

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

photochemical reactions primarily between VOCs and NO_x. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The SCAQMD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met, and if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the Air Basin is classified as being in “attainment” or “nonattainment.” The attainment status of the Air Basin for each pollutant regulated by the NAAQS and CAAQS is summarized in Table 4-1.

Table 4-1.
South Coast Air Basin Attainment Status (Los Angeles County)

Pollutant	National Standards (NAAQS)	California Standards (CAAQS)
O ₃ (1-hour standard)	N/A ¹	Nonattainment – Extreme
O ₃ (8-hour standard)	Nonattainment – Extreme	Nonattainment
CO	Attainment	Attainment
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment
PM ₁₀	Attainment	Nonattainment
PM _{2.5}	Nonattainment – Serious	Nonattainment
Lead (Pb)	Nonattainment (Partial) ²	Attainment
Visibility-Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride ³	N/A	N/A

Sources: USEPA 2026, CARB 2026

Key: CAAQS = California Ambient Air Quality Standards; CO = carbon monoxide; N/A = not applicable; NAAQS = National Ambient Air Quality Standards; NO₂ = nitrogen dioxide; O₃ = ozone; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; PM₁₀ = particulate matter with a diameter of 10 microns or less

Notes:

¹ The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.

² Partial nonattainment designation – Los Angeles County portion of the South Coast Air Basin only for near-source monitors.

³ In 1990, the California Air Resources Board identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the California Air Resources Board does not monitor or make status designations for this pollutant.

The SCAQMD prepares air quality management plans (AQMPs) that identify strategies and control measures to meet the requirements of the federal Clean Air Act. The SCAQMD’s most recent AQMP is the *Final 2022 Air Quality Management Plan* (SCAQMD 2022), adopted by the SCAQMD Governing Board on December 2, 2022. This plan addresses various federal nonattainment and attainment/maintenance planning requirements, is incorporated into the State Implementation Plan by CARB and is approved or disapproved by USEPA. The 2022 AQMP presents a combined state and county strategy (including related mandated elements) to attain the 2015 federal 8-hour ozone standard by 2037, as required by the federal Clean Air Act Amendments of 1990 and applicable USEPA clean air regulations. Los Angeles County is anticipated to attain the 2015 federal 8-hour ozone standard, using local, state, and federal clean air programs (SCAQMD 2022). A significant air quality impact may occur if a project conflicts with the applicable policies or goals of the AQMP adopted by the SCAQMD.

The San Pedro Bay Ports Clean Air Action Plan (CAAP) was adopted by the Boards of Harbor Commissioners of the Port of Long Beach and Port of Los Angeles to reduce the environmental impacts and health risk associated with port-related emissions sources, specifically ocean-going vessels, locomotives, heavy-duty vehicles (drayage trucks), cargo-handling equipment, and harbor craft. The 2017 CAAP Update identifies the following emission-reduction targets set in the 2010 CAAP Update for 2014 and 2023 for diesel particulate matter (DPM), NO_x, and sulfur oxides (SO_x), compared to 2005 levels (POLB and POLA 2017).

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

In 2023, the POLB reported that the Port had met each of the goals of the CAAP one year ahead of schedule (POLB 2023).

In response to AB 617, in 2017 CARB developed the Community Air Protection Program, whose mission is to improve air quality and public health in communities most impacted by air pollution. In 2018, CARB approved the Community Air Protection Blueprint that provides guidelines for AB 617 implementation, and it selected Wilmington, Carson, and West Long Beach as an AB 617 community. The program includes community air monitoring and emissions reduction programs. The Community Emissions Reduction Plan (CERP) for Wilmington, Carson, and West Long Beach aims to reduce air pollution in these communities through actions that include measurements and observations; enforcement of existing rules and regulations; development of new rules and regulations; incentives for cleaner equipment; collaboration with agencies, organizations, businesses, and stakeholders; awareness programs and air filtration at schools; and educational outreach programs for equipment operators (SCAQMD 2019). The CERP emissions reduction action applicable to the proposed Project would be 5d: Neighborhood Truck Traffic, which proposes to reduce emissions from truck idling and heavy-duty trucks.

The proposed Project would comply with all applicable SCAQMD rules and regulations, including Rule 403 (Fugitive Dust), which requires the control of particulate matter emissions in ambient air as a result of human-made fugitive dust sources. Hazardous materials, such as asbestos-containing materials and lead-based paint, may be present in some existing structures due to their age. The proposed Project would comply with the requirements of SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) if asbestos is found during demolition activities. In accordance with existing regulations, demolition activities that may disturb or require the removal of materials that contain hazardous materials would be inspected and tested for the presence of hazardous materials. If present, the hazardous materials would be managed and disposed of in accordance with all applicable laws and regulations.

The proposed Project would generate an increase in short-term construction employment; however, jobs would likely be filled by employees commuting from within the Air Basin region. Construction industry jobs generally are temporary in nature, changing over time, with no regular place of business. Furthermore, contractors associated with the demolition and site restoration activities would operate mobile sources that would comply with state on-road and off-road vehicle rules, including the air toxic control measure that limits heavy-duty diesel motor vehicle idling to 5 minutes at any location (Title 13 CCR Section 2485), the Truck and Bus regulation that reduces NO_x, PM₁₀, and PM_{2.5} emissions from existing diesel vehicles operating in California (13 CCR Section 2025), and the In-Use Off-Road Diesel-Fueled Fleets regulation that reduces emissions

by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR Section 2449). Additionally, proposed demolition and restoration activities would comply with all applicable air quality regulations and all applicable strategies of the CAAP, including the Port's Air Quality Best Management Practices (BMPs) for Construction Activities, which would ensure demolition activities and emissions would conform to the AQMP and CERP. Furthermore, as detailed in Table 4-2, the criteria pollutant emissions estimated for the proposed Project would not exceed the SCAQMD regional significance thresholds for construction activities.

There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation. The proposed Project would not increase employment in the area or otherwise directly or indirectly cause growth beyond the AQMP growth projections. The proposed Project would not conflict with or obstruct implementation of an applicable air quality plan; therefore, impacts would be less than significant.

Table 4-2.
Estimated Maximum Unmitigated Regional Project Emissions (pounds per day)¹

Project Activity	VOC	NO_x	CO	SO₂	PM₁₀²	PM_{2.5}²
Soil Management Plan Implementation (Oversight)	0.08	0.25	2.68	0.00 ³	0.08	0.03
Fugitive Dust Air Monitoring Network/Reporting	0.08	0.35	3.53	0.01	0.03	0.02
Removal of Portable Equipment	0.06	0.79	0.69	0.01	1.05	0.16
Disposal/Recycling of Existing Waste Streams	0.56	19.73	10.65	0.15	24.51	3.69
Utility Disconnect and Safe-Off	0.06	0.23	2.43	0.00 ³	0.04	0.02
Grubbing/Landscaping Removal	0.06	0.14	1.59	0.00 ³	0.08	0.02
Pressure Wash/Clean Existing Surfaces	0.09	0.27	2.95	0.00 ³	0.08	0.03
Operations and Administration Building Demolition (Footings and Foundation)	0.30	4.80	10.85	0.05	6.78	1.05
Removal of Conveyor Hopper System	0.14	0.45	4.79	0.01	0.17	0.05
Truck Scale (Four Bay) Dock Demolition	0.08	0.21	3.13	0.00 ³	4.88	0.75
Removal of Pedestal Crane (Footings/Foundation)	0.12	0.43	4.54	0.01	0.12	0.04
Removal of American (Rail) Crane	0.12	0.43	4.54	0.01	0.09	0.03
Removal of Transformer Units	0.08	0.21	3.13	0.00 ³	0.08	0.02
Removal of Existing Concrete and Asphalt Surfacing	1.62	13.69	77.98	0.18	23.80	3.84
Backfill and Compaction (Multiple Areas)	0.19	0.82	8.44	0.01	0.10	0.05
Lot Regrading/Rough Grade/Mitigation of Soil Impacts	0.23	1.01	10.29	0.02	0.11	0.05
Removal of Sumps/Drain Lines/Utilities	0.21	0.97	9.76	0.02	0.11	0.05
Removal of Floodlights	0.13	0.45	4.56	0.01	0.12	0.04
Removal of Aboveground Storage Tank (1 Million Gallons)	0.20	0.96	9.58	0.02	0.41	0.10
Removal of Sump Station	0.32	4.05	13.02	0.04	3.71	0.60
Removal of Site Boundary Wall and Footings	0.14	0.57	5.79	0.01	0.24	0.04

Table 4-2.
Estimated Maximum Unmitigated Regional Project Emissions (pounds per day)¹

Project Activity	VOC	NO _x	CO	SO ₂	PM ₁₀ ²	PM _{2.5} ²
Removal of Railroad Spurs - Demolition	0.61	20.83	13.13	0.15	34.82	5.25
Removal of Railroad Spurs - Backfill	0.79	30.44	17.47	0.24	32.77	5.28
Placement of Crushed Rock/Gravel Cover	0.48	8.31	18.56	0.08	7.39	1.24
Installation of Perimeter Fence	0.17	2.66	5.86	0.01	0.33	0.07
Maximum Daily Project Emissions	2.6	44.4	102.9	0.4	58.7	9.2
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Key: CO = carbon monoxide; NO_x = nitrogen oxides; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less;
PM₁₀ = particulate matter with a diameter of 10 microns or less; SCAQMD = South Coast Air Quality Management District;
SO₂ = sulfur dioxide; VOC = volatile organic compounds

Notes:

¹ Detailed emissions calculations are provided in Appendix B, *Air Quality and Greenhouse Gas Emissions Calculations*.

² Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

³ Values of 0.00 equate to emissions of less than 0.005 pounds per day.

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

Less than Significant Impact. The proposed Project has the potential to generate criteria pollutant emissions associated with the combustion of fuel from the use of heavy-duty construction equipment and vehicle trips generated by worker commuter vehicles and haul trucks traveling to and from the Project site. In addition, fugitive dust emissions would result from demolition of structures and soil-disturbing activities. Emissions would vary substantially from day to day, depending on the level of activity and the specific type of demolition activity. The assessment of air quality impacts for the proposed Project considers each of these potential factors.

Daily regional emissions for the proposed Project were based on equipment usage for each demolition and restoration activity and applying applicable mobile source and fugitive dust emissions factors. Daily regional emissions for each proposed demolition and restoration activity were estimated using the most recent version of the California Emissions Estimator Model (CalEEMod) (version 2022.1.1.44), an emissions inventory software program recommended by the SCAQMD (California Air Pollution Control Officers Association 2022). CalEEMod incorporates CARB's vehicle emissions factor models for on-road and off-road sources: EMFAC2021 and OFFROAD2021, respectively. Construction scheduling, mobile source usage and fugitive dust assumptions, and emissions calculations estimated by CalEEMod are provided in Appendix B, *Air Quality and Greenhouse Gas Emissions Calculations*.

The input values used to estimate air emissions associated with the proposed Project are based on Project-specific equipment types and the demolition/restoration schedule provided by SA Recycling. The analysis assumed that haul trucks would transport solid waste materials to the Express Disposal facility in downtown Los Angeles, a distance of about 30 miles from the Project site. Worker commuter vehicle trip lengths are based on default CalEEMod values for the Air Basin.

Fugitive dust emissions at the Project site would result from various soil-handling activities associated with demolition and restoration activities. The contractor would implement BMPs outlined in the SMP to minimize potential fugitive dust emissions. In addition, SCAQMD Rule 403 requires construction activities to control fugitive dust emissions during construction by complying with best available control measures, such as ensuring sufficient freeboard height for haul vehicles, covering loose material on haul vehicles, applying water or nontoxic soil stabilizers in sufficient quantities to prevent the generation of visible dust plumes on disturbed or unpaved road surfaces, and limiting vehicle speeds to 15 miles per hour on unpaved surfaces (SCAQMD 2026). On-site fugitive dust emissions were estimated by CalEEMod and were based on the implementation of measures to control fugitive dust, such as the application of water in accordance with SCAQMD Rule 403.

The proposed Project would comply with existing federal, state, and local air quality rules. In addition, the proposed Project would comply with emissions reduction measures required in the Port's Air Quality BMPs for Construction Activities and simulated in the CalEEMod analysis, such as use of construction equipment that achieve CARB Tier 4 off-road emission standards and rigorous fugitive dust controls. Therefore, the proposed Project would be an unmitigated scenario of well-controlled emissions.

A scenario of maximum daily regional emissions was identified for the combined proposed Project demolition and restoration activities and then compared to the SCAQMD significance thresholds. The maximum daily regional emissions were predicted values for the worst-case day and do not represent the emissions that would occur for every day of the proposed Project. This worst-case day for emissions would occur during simultaneous 1) Soil Management Plan Implementation (Oversight), 2) Fugitive Dust Air Monitoring Network/Reporting, 3) Removal of Existing Concrete and Asphalt Surfacing, and 4) Removal of Railroad Spurs - Backfill.

Table 4-2 presents the air emissions estimated for the proposed Project. These data show that the daily emissions for each demolition and restoration activity and the maximum daily emissions from the proposed Project would be below the SCAQMD regional mass numeric indicators of significance. Therefore, daily emissions from the proposed Project would be less than significant based on these criteria.

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the proposed Project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD-adopted AQMP. As discussed above, the proposed Project would not conflict with or obstruct implementation of the AQMP or CAAP or other air quality plans and policies and would be consistent with the growth projections in the AQMP. Furthermore, as shown in Table 4-2, the proposed Project's regional emissions would not exceed the SCAQMD significance thresholds, which are intended to determine if a project's contribution to cumulative impacts is considerable (i.e., the thresholds are for both project-level and cumulative impacts per SCAQMD guidance). Therefore, the proposed Project would not result in new significant air quality impacts and the proposed Project's incremental contribution to long-term emissions of nonattainment pollutants and ozone precursors, considered together with cumulative projects, would not be cumulatively considerable. There would be no operational air quality impacts since the Project site would be returned to its pre-lease condition. There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation. Therefore, the proposed Project would not result in a

cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The SCAQMD considers sensitive receptors to include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The potential effects from the on-site portion of proposed demolition and restoration emissions were evaluated at nearby sensitive receptor locations with the use of the SCAQMD Localized Significance Threshold (LST) Methodology (SCAQMD 2008). In accordance with SCAQMD guidance, off-site mobile emissions from a project, such as those produced from the proposed Project off-site truck trips, are not included in the emissions comparison to the LSTs. The LSTs are only applicable to NO_x, CO, PM₁₀, and PM_{2.5}. The SCAQMD has established screening criteria for projects that disturb 5 acres or less that can be used to determine the maximum allowable daily emissions that would not cause or contribute to an exceedance of the applicable ambient air quality standards without project-specific dispersion modeling. The screening criteria depend on 1) the source receptor area within the Air Basin where the proposed Project is located, 2) the size of the Project site, and 3) the distance between the Project site and the nearest sensitive receptor. The Project site is in Source Receptor Area 4 and the maximum daily disturbed acreage would be approximately 4.3 acres. The nearest off-site sensitive receptor to the Project site would be the International Seafarers Center, located about 0.75 miles (4,000 feet) to the east-northeast. The analysis assumes a Project site area of 2 acres, which reflects more conservative, restrictive emissions screening criteria compared to an area of 4.3 acres. The SCAQMD screening criteria have a maximum distance of 500 meters. To provide a conservative (i.e., health protective) assessment, the analysis also used a more restrictive source receptor distance of 500 meters.

The maximum daily on-site emissions estimated for the proposed demolition and restoration activities and the applicable LST screening criteria are presented in Table 4-3. The analysis used the same demolition components and equipment assumptions as the regional emissions calculations discussed above, except off-site mobile vehicle activities were excluded from the analysis. As shown in Table 4-3, on-site emissions from the proposed Project would not exceed the SCAQMD LST screening criteria and, therefore, would not result in significant localized air quality impacts.

The proposed Project would generate minor amounts of emissions from truck and worker commuter vehicle traffic that operates in off-site roadways; for example, a maximum of 33 pounds per day of NO_x and 8 pounds per day of CO. Emissions from these sources would be intermittent and spread across miles of roadways within the region. This would result in dispersed emissions that would marginally impact sensitive receptors within the Project area and would not contribute to an exceedance of an ambient air quality standard.

After demolition and restoration, the Project site would be returned to its pre-lease condition. There are currently no approved developments, operations, or new land uses for the Project site following the removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation. Therefore, the post-Project site would not emit air emissions nor contribute to localized air quality impacts.

In summary, the proposed Project would not expose sensitive receptors to substantial criteria pollutant concentrations during demolition, restoration, or post-demolition activities, and impacts would be less than significant.

Table 4-3.
Estimated Maximum Unmitigated On-Site Project Emissions (pounds per day)¹

Project Scenario	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily On-Site Project Emissions²	12.0	99.7	50.9	6.8
SCAQMD LST Screening Criteria ³	151	8,253	167	101
Exceeds Threshold?	No	No	No	No

Key: CO = carbon monoxide; LST = localized significance threshold; NO_x = nitrogen oxides; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; PM₁₀ = particulate matter with a diameter of 10 microns or less; SCAQMD = South Coast Air Quality Management District

Notes:

¹ Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

² Detailed emissions calculations are provided in Appendix B, *Air Quality and Greenhouse Gas Emissions Calculations*.

³ The LSTs represent maximum allowable daily construction emissions that pertain to an analysis area of 2 acres and receptor distance of 500 meters.

Toxic Air Contaminants

Toxic air contaminant (TAC) emissions associated with DPM emissions from heavy construction equipment would occur during demolition activities. TACs also could occur from the demolition of buildings if they contain asbestos-containing materials or lead-based paints. According to Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Risk Assessment Guidelines* (OEHHA 2022), health effects from TACs are described in terms of 1) 1-hour to annual noncancer effects and 2) individual cancer risk based on a lifetime exposure (i.e., 30 years). The nearest off-site sensitive receptor to the Project site would be the International Seafarers Center, located about 0.75 miles (4,000 feet) to the east-northeast.

On-site demolition activities would generate 0.02 tons of DPM over a period of about 7 months, which would disperse to well below health regulatory levels at the location of the nearest sensitive receptor (International Seafarers Center). Any asbestos found during the demolition activities would be substantially controlled due to Project compliance with the requirements of SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Therefore, the proposed Project would not expose sensitive receptors to substantial concentrations of TACs.

The proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be less than significant.

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

Less than Significant Impact. Potential activities that may emit odors during demolition and restoration include the combustion of diesel fuel in on-road trucks and off-road equipment. The proposed Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD rules, no demolition/restoration activities or materials are expected to create objectionable odors affecting a substantial number of people. Furthermore, as shown in Table 4-2 (regional) and Table 4-3 (localized), demolition emissions would not exceed the SCAQMD applicable significance thresholds for VOCs or criteria air pollutants (i.e., CO and SO₂). Therefore,

demolition and restoration activities would result in less than significant impacts with respect to other emissions, including those leading to odors.

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

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IV. Biological Resources

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

Discussion

Would the Project:

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

Less than Significant Impact with Mitigation Incorporated. Special-status species are defined as species protected under federal, state, or local laws and regulations, including the federal Endangered Species Act, California Endangered Species Act, Migratory Bird Treaty Act (MBTA), Bald and Golden Eagle Protection Act, and the Marine Mammal Protection Act. Several special-status species are known to occur or have the potential to occur, at least seasonally, in the San Pedro Bay Port Complex, including the following bird and bat species:

Birds

- Allen's Hummingbird (*Selasphorus sasin*)
- American Peregrine Falcon (*Falco peregrinus anatum*)
- Belding's Savannah Sparrow (*Passerculus sandwichensis beldingi*)
- Black-Crowned Night Heron (*Nycticorax nycticorax*)
- Black Oystercatcher (*Haematopus bachmani*)
- Black Skimmer (*Rynchops niger*)
- Brant (*Branta bernicla*)
- Burrowing Owl (*Athene cunicularia*)
- California Brown Pelican (*Pelecanus occidentalis californicus*)
- California Gull (*Larus californicus*)
- California Least Tern (*Sternula antillarum browni*)
- Caspian Tern (*Hydroprogne caspia*)
- Common Loon (*Gavia immer*)
- Cooper's Hawk (*Accipiter cooperii*)
- Double-Crested Cormorant (*Phalacrocorax auritus*)
- Elegant Tern (*Thalasseus elegans*)
- Great Blue Heron (*Ardea herodias*)
- Great Egret (*Ardea alba*)
- Heermann's Gull (*Larus heermanni*)
- Loggerhead Shrike (*Lanius ludovicianus*)
- Marbled Godwit (*Limosa fedoa*)
- Osprey (*Pandion haliaetus*)
- Peregrine Falcon (*Falco peregrinus*)
- Redhead (*Aythya americana*)
- Bank Swallow (*Riparia riparia*)
- Scripps's Murrelet (*Synthliboramphus scrippsi*)
- Snowy Egret (*Egretta thula*)
- Western Grebe (*Aechmophorus occidentalis*)
- Western Snowy Plover (*Charadrius nivosus nivosus*)
- Western Gull (*Larus occidentalis*)
- Willet (*Tringa semipalmata*)

Bats

- Big Free-Tailed Bat (*Nyctinomops macrotis*)
- Long-Legged Myotis (*Myotis volans*)
- Pocketed Free-Tailed Bat (*Nyctinomops femorosaccus*)
- Silver-Haired Bat (*Lasionycteris noctivagans*)
- Townsend's Big-Eared Bat (*Corynorhinus townsendii*)
- Yuma myotis (*Myotis yumanensis*)

Of the special-status species with the potential to occur within the Harbor District area, nesting birds and bats are the only groups of wildlife species potentially affected by the proposed Project. Because the proposed Project would not require any in-water work, other than cleanup of debris beneath the wharf using a magnet system, site restoration activities would not generate excessive underwater noise with the potential to adversely affect marine mammals protected under the Marine Mammal Protection Act or their habitat, Coastal Pelagic Species and Pacific Coast Groundfish Fishery Management Plans protected under the Magnuson-Stevens Fishery Conservation and Management Act, or essential fish habitat. Further, the proposed Project would not result in discharges to the harbor, other than stormwater, which would be regulated by the Construction General Permit, thereby minimizing the potential for adversely affecting harbor water quality or aquatic habitats.

The San Pedro Bay Port Complex includes various habitats that provide shelter, foraging, and nesting opportunities for a wide variety of avian species. Of the 25 special-status bird species recorded by the 2023 Biosurvey, 13 were nesting in the San Pedro Bay Port Complex, which indicates that the harbor acts as important nesting habitat (Stolzenbach et al. 2026). Nesting habitat for some special-status species can include manufactured structures and/or tall trees. Also, some bat species are known to roost in buildings and under bridges. Manufactured structures and buildings are both currently present at the Project site.

The federal MBTA and California Department of Fish and Game Code prohibit the take of any migratory bird, including active nests, except as permitted by regulation (e.g., waterfowl or upland game bird hunting). The MBTA broadly defines “migratory bird” as “any species or family of birds that live, reproduce or migrate within or across international borders at some point during their annual life cycle” and thus applies to most native bird species. Except for a few nonnative birds, the take of any birds or active bird nests or young is regulated by these statutes.

Once current operations at the Project site cease, abandoned buildings and other improvements (e.g., cranes) could be used by sensitive bird or bat species for nesting and roosting. The presence of humans and loud noises associated with the proposed Project activities could disturb nesting birds in the immediate Project vicinity. However, per the current Project schedule, the time between cessation of current operations and start of restoration activities would be short (i.e., 1–2 days), which would reduce the likelihood of incipient nesting or roosting activities at the site. During and following demolition and removal of site improvements, no nesting or roosting would be expected due to construction noise and presence of humans. Regardless, the proposed Project would implement Mitigation Measures MM-BIO-1 and MM-BIO-2 to reduce the potential for impacts to special-status nesting birds and bats to a less than significant level.³

Mitigation Measures

- **Mitigation Measure MM-BIO-1: Pre-Demolition Surveys for Nesting and Breeding Birds.** To prevent the disturbance of active bird nests during the nesting season (approximately February 1 through August 31):
 - The Applicant shall retain a qualified avian biologist;
 - Within seven (7) days prior to the onset of demolition activities (e.g., mobilization, staging, demolition, or heavy plant trimming) during the nesting season, the

³ Mitigation Measures MM-BIO-1 and MM-BIO-2 require the Applicant to retain a qualified avian biologist to prevent taking active bird nests during the nesting season. A qualified avian biologist is a professional biologist with at least 2 years of experience identifying various life stages of birds and who is knowledgeable about bird behavior.

qualified avian biologist shall conduct a survey of all areas within 500 feet of the Project site; and

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

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

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

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

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

No Impact. Riparian zones or areas are lands that occur along the edges of rivers, streams, lakes, and other water bodies such as streambanks, riverbanks, and floodplains. No freshwater streams or rivers occur at or near the Project site. A large portion of the Project site shoreline is covered by the wharf, and other portions of the shoreline consist of artificial surfaces such as concrete and riprap. Consequently, no riparian habitat occurs at or immediately adjacent to the Project site. During the 2023 Biosurvey of the San Pedro Bay Port Complex (Stolzenbach et al. 2026), a portion of the POLB (Back Channel) approximately 1 kilometer from the Project site contained a minimal amount (less than 0.1 acres) of eelgrass, which is considered a sensitive natural community because it is a habitat-forming species and performs a multitude of ecosystem services. No other sensitive natural community has been identified near the Project site in local or regional plans or by the U.S. Fish and Wildlife Service or California Department of Fish and Wildlife.

As mentioned in Section 4.IV(a), the proposed Project would not require any in-water work, other than minor cleanup of residual debris beneath the wharf that would not directly or indirectly impact aquatic habitat, including the existing eelgrass beds within the San Pedro Bay Port Complex. Therefore, the proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. Section 404 of the Clean Water Act defines wetlands as “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.” No wetlands surveys were performed as part of the Phase 1 Environmental Site Assessment (SA Recycling 2024); however, conditions at the Project site would not support wetlands because the site is covered with impermeable materials and is unsuitable for vegetation that is reliant on saturated soil conditions. The proposed Project would not involve removal, filling, hydrological interruption, or other disturbance of existing wetlands. Therefore, the proposed Project would not have a substantial adverse effect on protected wetlands. No impact would occur.

Mitigation Measures

No mitigation is required.

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

Less than Significant Impact with Mitigation Incorporated. The Project site is located within a highly developed industrial area supporting Port-related land uses. No terrestrial wildlife corridors overlap with the Project site, and the proposed Project would not construct any new structures that would interfere substantially with the movement of migratory species. Similarly, the proposed Project would not place any structures within the harbor with the potential for restricting movements of aquatic species. While birds may be temporarily deterred from the Project area during the 7-month period of demolition and restoration activities due to noise and increased activity, birds could continue to fly over the Project site and in the vicinity.

However, as mentioned in Section 4.IV(a), the Project site can provide nesting habitat for special-status bird species and roosting habitat for special-status bats. Project-related demolition and restoration activities could result in loud noises and human presence that disturb nesting birds and roosting bats in the Project vicinity, thus impeding use of a wildlife nursery site. However, these impacts would be reduced to a less than significant level through implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2. Therefore, Project-related interferences with wildlife movements, migratory corridors, and nursery sites would be less than significant with mitigation.

Mitigation Measures

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

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

No Impact. The proposed Project would not remove any species of trees or terrestrial vegetation protected by COLB or Los Angeles County ordinances. Therefore, the proposed Project would

not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The Project site is not located in an area that is regulated by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The County of Los Angeles has established Significant Ecological Areas to preserve and protect a variety of biological communities. The only Significant Ecological Area present in the vicinity of the Project site is the California least tern nesting area on Pier 400 at the Port of Los Angeles, which is several kilometers from the Project site and would not be affected by the proposed Project. Therefore, the proposed Project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plan. No impact would occur.

Mitigation Measures

No mitigation is required.

References

SA Recycling. 2024. Phase I Environmental Site Assessment Report, SA Recycling Facility, 482 Pier T Avenue, Long Beach, CA 90802. July.

Stolzenbach et al. 2026. 2023 Biological Surveys of the Long Beach and Los Angeles Harbors. Prepared for the Port of Los Angeles and Port of Long Beach.

V. Cultural Resources

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

Discussion

Would the Project:

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

No Impact. To be eligible for listing in the National Register of Historic Places (NRHP), a property must be at least 50 years of age, unless the property is of “exceptional significance” and possesses significance in American history, culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria:

- Association with events that have made a significant contribution to the broad patterns of our history;
- Association with the lives of persons significant in our past;
- Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Yield, or may be likely to yield, information important in prehistory or history (36 Code of Federal Regulations [CFR] Section 60.4).

In addition to possessing significance within a historic context, to be eligible for listing in the NRHP, a property must have integrity. Integrity is defined as “the ability of a property to convey its significance.” The NRHP recognizes the following seven aspects or qualities that define integrity: feeling, association, workmanship, location, design, setting, and materials. The significance of a property must be fully established before integrity is analyzed (NRHP Bulletin #15, 44–45).

Eligibility for listing in the California Register of Historic Resources (CRHR) is based on the NRHP criteria. In California, a property must generally be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

- It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- It is associated with the lives of persons important to local, California, or national history;
- It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master or possesses high artistic values; or
- It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

While slightly less stringent on the topic of integrity, California resources should include properties that reflect their appearance during their period of significance (PRC Section 4852).

LBMC Chapter 2.63 establishes the procedures for the designation of individual landmarks and landmark districts. A cultural resource qualifies for designation as a landmark if it retains integrity and manifests one or more of the following criteria:

- It is associated with events that have made a significant contribution to the broad patterns of the City's history;
- It is associated with the lives of persons significant in the City's past;
- It embodies the distinctive characteristics of a type, period, or method of construction, represents the work of a master, or it possesses high artistic values; or
- It has yielded, or may be likely to yield, information important in prehistory or history.

A group of cultural resources qualifies for designation as a Landmark District if it retains integrity as a whole and meets the following criteria:

- The grouping represents a significant and distinguishable entity that is significant within a historic context; and/or
- A minimum of 60 percent of the properties within the boundaries of the proposed Landmark District qualify as a contributing property (LBMC Chapter 2.63.050, 2015).

A historic resources inventory and evaluation were completed by Applied Earthworks in 2026 (Applied Earthworks, Inc. 2026) to determine whether any qualifying historical resources were present on the Project site that necessitated formal evaluation of eligibility for inclusion in the NRHP, CRHR, or as a COLB Historic Landmark. As part of the evaluation, Applied Earthworks conducted archival research to identify areas within the Project site where potential historic-era building, structures, or objects were previously observed or could be present. A records search for the Project site was conducted on January 8, 2026, at the California Historical Resources Information System South Central Coastal Information Center at University of California, Fullerton. The records search results did not indicate the presence of previously recorded resources within the Project area. In addition, Applied Earthworks participated in a site walk on February 11, 2026, and completed photo documentation of the facility, focusing on the buildings and structures designated for potential demolition.

The 2026 assessment concluded that the SA Recycling facility and associated buildings and structures do not meet the age requirement of 45 years to be considered for inclusion in the NRHP or CRHR, or for designation as a COLB Historic Landmark. In addition, research did not suggest that the SA Recycling facility has gained historical significance since its construction in the early

1990s. No other resources were identified in the Project area (Applied Earthworks, Inc. 2026). Please refer to Appendix C, *Cultural Resources Reconnaissance Study*, for details.

Since no significant historical resources are located within the Project site, the proposed Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, the proposed Project would have no impact on historical resources.

Mitigation Measures

No mitigation is required.

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

Less than Significant with Mitigation Incorporated. This section discusses archaeological resources that are potentially historic resources according to CEQA Guidelines Section 15064.5, as well as unique archaeological resources defined in PRC Section 21083.2(g). Archaeological resources include any material remains of human life or activities that are at least 100 years of age, and that are of scientific interest. A unique archaeological resource is an archaeological artifact, object, or site that contains information needed to answer important scientific research questions and for which there is a demonstrable public interest, has a special and particular quality such as being the oldest of its type or the best available example of its type, or is directly associated with a scientifically recognized, important prehistoric or historic event or person.

As discussed in Section 4.V(a), no archaeological resources have been previously recorded within the Project area. The Project site is located on the Back Channel, which is comprised of artificial fill and previously disturbed soils. The proposed Project would result in minimal ground-disturbing activities involving the removal of existing improvements, removal of concrete and underlying impermeable barrier, and minor grading. However, these activities would occur on previously disturbed soils and would not disturb, damage, or degrade known intact, potentially significant archaeological resources. The proposed Project would remove all rubbish and debris in submerged land underlying the water berthing area. A magnet system would be used to extract any debris that could have been deposited into the water at the vessel berthing area. This activity would have little likelihood of impacting archaeological resources because the system used would have limited impact to the seafloor and this area has been dredged to increase or maintain deep water berths. However, unknown and unrecorded archaeological resources could be located within or adjacent to the Project site.

Because there remains a very low potential that previously undiscovered resources could be exposed during proposed activities, implementation of Mitigation Measures MM-CR-1 and MM-CR-2 would be implemented in the unanticipated event that previously unknown archaeological resources are encountered. Therefore, impacts would be less than significant.

Mitigation Measures

- **Mitigation Measure MM-CR-1: Contractor Cultural Resources Training.** The Applicant's contractor shall retain a qualified archaeologist to provide archaeological sensitivity training to all construction personnel prior to the commencement of any ground-disturbing activities. Archaeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity regulatory issues, and the proper protocol for the treatment of the materials in the event of an

unanticipated discovery. Written confirmation of the archaeological sensitivity training shall be submitted by the Applicant to the POLB Director of Environmental Planning at CEQA@polb.com within 30 days of the commencement of demolition activities.

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

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

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

Less than Significant with Mitigation Incorporated. As discussed in Section 4.V(a), no archaeological resources, including human remains, have been previously recorded within the Project area. Proposed activities would occur on artificial fill, previously disturbed soils, and within adjacent harbor waters.

In the unlikely event human remains were encountered during proposed activities, disturbance to those remains could result in a significant impact on cultural resources. Several regulatory provisions address the handling of human remains inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, PRC Section 5097.98,

and CEQA Guidelines Section 15064.5(e). Pursuant to these regulations, in the event of the discovery of unrecorded human remains during construction, excavations shall be halted, and the Los Angeles County Coroner shall be notified. If the human remains are determined to be Native American, the NAHC would be notified within 24 hours and the guidelines of the NAHC would be adhered to in the treatment and disposition of the remains. Compliance with these regulatory protocols would ensure that impacts on human remains would be less than significant. In the event of unanticipated discovery of human remains, Mitigation Measure MM-CR-3 would be implemented.

Mitigation Measures

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

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

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

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

References

Applied Earthworks, Inc. 2026. Cultural Resource Reconnaissance Study for the SA Recycling Demolition and Restoration Project at the Port of Long Beach, Los Angeles County, California. May.

VI. Energy

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

Discussion

Would the Project:

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

Less than Significant Impact. The proposed Project involves the demolition of the SA Recycling facility and site restoration. The Project site would be returned to its pre-lease condition. There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation.

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

The estimated total diesel fuel that would be consumed by heavy-duty construction equipment and trucks over the entire demolition and restoration period is approximately 142,000 gallons. The total gasoline fuel usage estimated for workers that would travel to and from the Project site is about 2,300 gallons. Energy calculations relied on gasoline and diesel emission factors taken from the Climate Registry 2024 Default Emission Factors (The Climate Registry 2024). Details of the energy calculations are provided in Appendix B, *Air Quality and Greenhouse Gas Emissions Calculations*.

For comparison purposes only and not for the purpose of determining significance, the annual average fuel usages estimated for the proposed demolition and restoration activities would

amount to about 0.00008 percent of the gasoline and 0.05 percent of the diesel sold in Los Angeles County in 2024 (CEC 2025).

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

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

Less than Significant Impact. The proposed Project would have no effect on a state or local plan for renewable energy, as it would not develop renewable energy or substantially consume power generated from such energy sources. In addition, the proposed Project would not include energy consumption sources that are directly subject to state or local energy efficiency plans. On-road and off-road vehicles used during the proposed demolition and restoration activities would have to meet ongoing federal and state fuel efficiency requirements. Additionally, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes per occurrence. These limitations would result in energy savings in the form of reduced fuel consumption. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations also would result in the efficient use of construction-related energy. The proposed Project would return the Project site to its condition prior to commencement of the Lease. There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation. Therefore, impacts from the proposed Project related to renewable energy and energy efficiency would be less than significant. Further, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

References

CEC (California Energy Commission). 2025. California Annual Retail Fuel Outlet Report Results (CEC-A15). File 2010-2024_CEC-A15_Results_and_Analysis_ADA.xlsx. Available at: <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting>. Accessed June 11, 2026.

The Climate Registry. 2024. 2024 Default Emission Factors. Table 2.1 - US Default Factors for Calculating CO₂ Emissions from Combustion of Transport Fuels. Available at: https://theclimateregistry.org/wp-content/uploads/2024/03/2024-Emission-Factor-Document_FINAL.pdf. Accessed June 11, 2026.

VII. Geology and Soils

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

Discussion

Would the Project:

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

No Impact. Southern California is considered a seismically active area due to the presence of numerous on- and offshore active faults capable of generating large earthquakes and seismic ground shaking. Onshore faults in the Port vicinity include the Palos Verdes fault zone, Newport-Inglewood fault zone, Cherry Hill fault, Santa Monica fault, Hollywood fault, Malibu Coast fault, Sierra Madre fault zone, Elsinore fault zone, Puente Hills blind thrust, and Lower Elysian Park blind thrust. Offshore faults in the Project area include the offshore sections of the Palos Verdes and Newport-Inglewood fault zones, San Diego Trough fault, THUMS-Huntington Beach fault, San Clemente fault, Oceanside fault, Santa Cruz-Catalina Ridge fault, and Thirty Mile Bank fault. While the Alquist-Priolo Fault Special Studies Zones map identifies the Cherry-Hill fault approximately 5 miles to the northeast of the Project site, the map also shows that the Project site itself is not within an Alquist-Priolo Special Studies Zone (California Geological Survey 2026).

The proposed Project would involve demolition of most existing improvements on the Project site and restoration of the site to pre-lease conditions. The duration of the proposed demolition and restoration activities is relatively short (approximately 7 months). As required by the Site Restoration Plan (SA Recycling 2026a), a site-specific health and safety plan would be prepared and implemented for the proposed site restoration activities, as required by the State of California General Industry Safety Order 5192 and 29 CFR Section 1910.120. The site-specific health and safety plan would outline potential hazards, including risks from seismic events, and include job safety analyses for tasks to be performed and appropriate measures for reducing risks of injury or death associated with site restoration activities. The proposed Project would not construct or operate any habitable structures potentially subject to damage as a result of an earthquake fault rupture. Because the Project site would remain vacant following removal of improvements and site restoration, the proposed Project would reduce the long-term risk of substantial adverse effects compared to existing conditions, and no impact would occur.

Mitigation Measures

No mitigation is required.

ii) Strong seismic ground shaking?

No Impact. As discussed in Section 4.VII(a)(i), the Project site is located within a seismically active area that periodically experiences strong seismic ground shaking (COLB 1988). Therefore, the Project site may experience strong to very strong ground shaking from a large earthquake on any of the numerous local faults. Future exposures of people and structures to seismic ground shaking is a potential risk with or without the proposed Project and cannot be avoided. However, the proposed Project would involve a short-term (i.e., 7 months) demolition and restoration phase to remove existing improvements on the Project site and return the site to pre-lease conditions. The proposed Project would not construct or operate any habitable structures potentially subject to damage as a result of seismic ground shaking. Because the Project site would remain vacant following removal of improvements, the proposed Project would reduce the risk of substantial adverse effects from strong seismic ground shaking compared to existing conditions, and no impact would occur.

Mitigation Measures

No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

No Impact. The Project site is underlain by artificial (human-made) fill consisting of dredged sediments overlying Pleistocene-Holocene-age marine and continental sedimentary rocks comprising consolidated and unconsolidated alluvium, lake, playa, and terrace deposits (SA Recycling 2024). According to the California Geological Survey's Earthquake Zones of Required Investigation map, the Project site is located in a liquefaction zone, and the COLB (1988) mapped the Project site and adjacent areas as "Liquefaction Potential Significant" (California Geological Survey 2026, COLB 1988). The COLB (1988) noted that areas designated as having a significant liquefaction potential could be subject to horizontal failure due to lateral spreading and differential settling on the order of several inches to 1 foot or more.

Similar to the discussion in Section 4.VII(a)(i), the proposed Project would involve a 7-month demolition and restoration phase to remove existing improvements on the Project site and restore the site to pre-lease conditions. Following the demolition and restoration phases, the Project site would remain a vacant lot. The proposed Project would not construct or operate any habitable structures potentially subject to damage or directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death as a result of liquefaction. Because the Project site would remain vacant following removal of improvements and site restoration, the proposed Project would reduce the risk of substantial adverse effects from seismic-related ground failure or liquefaction compared to existing conditions, and no impact would occur.

Mitigation Measures

No mitigation is required.

iv) Landslides?

No Impact. The Project site is located on the eastern perimeter of Terminal Island, which is relatively flat with a slight gradient to the east, with elevations ranging from approximately 9 to 15 feet above mean sea level (SA Recycling 2024).

The demolition and restoration phase of the proposed Project would require excavation of the existing concrete and asphalt surface and underlying impermeable barrier (except for the area along the east perimeter of the facility adjacent to the wharf and crane rail system) as well as belowground utilities and other improvements, with the exception of the existing wharf, the crane rail system, the oil pipelines, and eight plugged oil wells. The proposed Project could also require excavation and disposal of contaminated soils, pending results of soil testing. Any depressions resulting from demolition activities or removal of contaminated soils would be backfilled with clean fill to a relative compaction of 95 percent and rough-graded to match the surrounding grade. As part of the site restoration activities, the Project site would be regraded with a slight inward slope (i.e., runoff would flow to the central portion of the site). Nevertheless, the proposed Project would not substantially alter the existing topography or create new slopes subject to landslides.

As discussed in Section 4.VII(a)(iii), the Project site could experience localized differential settling as a result of seismic ground movement; however, the magnitude of this movement would not be sufficient to cause a landslide. Additionally, temporary trenches constructed for removal of below-grade utilities may have the potential for soil collapse. However, the proposed Project would implement the SMP, which contains general excavation procedures and protocols, and comply with Occupational Safety and Health Administration (OSHA) trenching and excavation safety standards (OSHA 2015) to reduce worker exposure to potential hazards and incidents.

Therefore, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, as a result of seismically induced landslides. No impact would occur.

Mitigation Measures

No mitigation is required.

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

Less than Significant Impact. The proposed Project would remove the existing cement and asphalt surface and expose underlying soils. Per the SMP (SA Recycling 2026b), excavations would be graded or backfilled with native topsoil, to the extent possible, to mitigate physical hazards and to prevent ponding of water during rainfall. If native soil is not available, certified clean imported soil that meets the Port's requirements (*Port of Long Beach Environmental Requirements for Soil and Fill Material*; dated December 17, 2018) would be obtained from Irwindale Aggregates. Coarse-grained soils with a minor quantity of fines to bind the soil would be preferred for use as backfill as they are easier to compact and would allow water to drain more readily into surrounding soils. The excavation contractor would utilize compaction equipment to minimize the potential for erosion or loss of topsoil.

The Project site would be graded at a slope consistent with guidelines for surface drainage contained in the Port's *Design Criteria Manual* (POLB 2014b) such that runoff would flow to the central portion of the site (away from the wharf). Following grading, the site would be covered with crushed rock or gravel for erosion control.

The proposed Project would also be required to obtain and comply with a Construction General Permit, which would require BMPs to minimize the potential for soil erosion, during the demolition and restoration phase of the proposed Project. Once the site restoration process has been completed, and the site has been stabilized with placement of a crushed rock or gravel cover, the Construction Stormwater General Permit could be closed out. Following completion of the proposed Project, future stormwater runoff from the Project site would be regulated under the IGP and MS4 permit.

Mitigation Measures

No mitigation is required.

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?

No Impact. As discussed in Sections 4.VII(a)(i) through 4.VII(a)(iv), the proposed Project would not construct or operate habitable structures on a geologic unit or soil that would become unstable as a result of the proposed Project or increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse at the Project site or adjacent areas. Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The proposed Project would involve demolition of existing improvements on the Project site and returning the site to pre-lease conditions. The demolition and restoration activities would be completed within a 7-month period. Once demolition and restoration activities are completed, the proposed Project would not construct any new habitable structures that would be susceptible to expansive soils and create substantial direct or indirect risks to life or property. No impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The proposed Project would not require construction or use of septic or alternative wastewater disposal systems. Therefore, this criterion does not apply to the proposed Project, and no impact would occur.

Mitigation Measures

No mitigation is required.

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

Less than Significant with Mitigation Incorporated. There are no rare or unique geological resources within the Harbor District other than the oil operating areas devoted to the continued production of oil from the Long Beach and Wilmington Oil Fields (see Section 4.XII, *Mineral Resources*). However, portions of the Harbor District may contain paleontological resources, as discussed below.

At the ground surface across the Harbor District, the unconsolidated shelf sediments and artificial fill have low potential for fossils as these units are either too young to yield significant fossils or consist of displaced and engineered sediments with little to no geologic context. In contrast, the Pleistocene-age sedimentary deposits of the continental shelf are determined to have high potential for fossils as they are temporally and lithologically suitable for fossil preservation. Therefore, the subsurface of the entire Harbor District (considered to be deeper than 5 feet below the top of native sediments rather than the top surface of artificial fill) is determined to have high potential for fossils. The depths to fossiliferous deposits below the present ground surface are presently unknown and likely vary depending on the location within the Harbor District.

Based on a review of historical aerial photographs, SA Recycling (2024) determined that until 1928 the Project site consisted of open water, which was subsequently filled between 1928 and 1947 using dredged and potentially other artificial fill materials. Given that the Project site elevation is 9 to 15 feet above mean sea level, and excavation would not extend deeper than 10 feet below ground surface (bgs), the proposed Project is unlikely to disturb potentially

fossiliferous deposits that may underlie the surface fill layer. Thus, the potential for disturbing paleontological resources at the Project site is considered low.

The proposed Project would remove metal debris in submerged land underlying the vessel berthing area. These activities would likely only disturb surficial sediments that are not expected to contain any paleontological resources. Regardless, implementation of Mitigation Measure MM-CR-1 and MM-CR-2 would ensure that if any materials are uncovered that are suspected of being associated with prehistoric occupation, construction activities in the immediate area would be halted until the significance of the find can be assessed by the qualified paleontologist. Given the low probability that demolition activities associated with the proposed Project would encounter paleontological resources, impacts would be less than significant.

Mitigation Measures

Implementation of Mitigation Measures MM-CR-1 and MM-CR-2 would be required.

References

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- SA Recycling. 2026b. Soil Management Plan, SA Recycling Facility, Pier T Avenue, Long Beach, California 90802. Prepared by Stantec. June.
- SA Recycling. 2024. Phase I Environmental Site Assessment Report, SA Recycling Facility, 482 Pier T Avenue, Long Beach, CA 90802. July.

VIII. Greenhouse Gas Emissions

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

Discussion

Would the Project:

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

Less than Significant Impact. Greenhouse gas (GHG) emissions include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF₃), and sulfur hexafluoride (SF₆). CO₂ is the most abundant GHG in the atmosphere. Each GHG has a global warming potential (GWP), which is its ability to trap heat in the atmosphere. GWP values are available from USEPA and are published in the California Climate Action Registry General Reporting Protocol. By convention, CO₂ is assigned a GWP of one. To account for GWP, GHG emissions are often reported as carbon dioxide equivalents (CO₂e). CO₂e is calculated by multiplying each GHG emission by its GWP and adding the results together to produce a single, combined emission rate representing all GHG emissions. CO₂e mass emissions are commonly presented in units of metric tons.

CEQA Guidelines Section 15064.4 gives lead agencies the discretion to determine whether to assess GHG emissions quantitatively or qualitatively and recommends consideration of certain factors in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). CEQA Guidelines Section 15064.4 does not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association, so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). To provide guidance to local lead agencies, the SCAQMD established a significance threshold of 10,000 metric tons of CO₂e (MTCO₂e) per year for industrial facilities for which the SCAQMD is the Lead Agency (SCAQMD 2008, 2023).

The proposed Project would generate GHG emissions from construction equipment, construction worker vehicles, and heavy-duty haul trucks during temporary demolition and restoration activities.

GHG emissions from these sources were estimated with the use of CalEEMod and the application of CARB's on-road and off-road vehicle emissions factor models, EMFAC2021 and OFFROAD2021, respectively. Consistent with calculations for criteria pollutants in Section 4.III, *Air Quality*, the GHG emissions analysis used Project-specific information based on equipment types and the demolition schedule provided by SA Recycling (refer to Appendix B, *Air Quality and Greenhouse Gas Emissions Calculations*).

The SCAQMD GHG significance threshold of 10,000 MTCO₂e per year for industrial facilities is intended for long-term operational GHG emissions. Industry standards recommend that construction project GHG emissions should be “amortized over a 30-year project lifetime, so that construction GHG emissions are included as part of the operational GHG life cycle.” After demolition and restoration, the Project site would be returned to its pre-lease condition. There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation. Thus, there would be no GHG emissions associated with the proposed Project once demolition and restoration are complete. Since no operational emissions would occur, the analysis compared total construction GHG emissions estimated for the proposed Project to the 10,000 MTCO₂e significance threshold.

Proposed Project GHG emissions are shown in Table 4-4. Demolition and restoration activities are estimated to generate a total of 1,261 MTCO₂e, which is well below the 10,000 MTCO₂e per year significance threshold for industrial facilities. Therefore, the proposed Project would not result in significant GHG emissions, and impacts would be less than significant.

Table 4-4.
Project Demolition GHG Emissions

Year	CO ₂ e (Metric Tons) ^a
Year One	1,253
Year Two	8
Total Construction Emissions	1,261
SCAQMD Annual Significance Threshold	10,000
Exceeds Threshold?	No

Key: CO₂e = carbon dioxide equivalent; GHG = greenhouse gas; SCAQMD = South Coast Air Quality Management District
Note:

^a Detailed emissions calculations are provided in Appendix B, *Air Quality and Greenhouse Gas Emissions Calculations*.

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

Less than Significant Impact. Proposed Project compliance with GHG emissions reduction plans, policies, or regulations would result in a less than significant GHG impact. The analyses below demonstrate that the proposed Project is consistent with applicable GHG emissions reduction plans, policies, and regulations included within the CARB 2022 Scoping Plan for Achieving Climate Neutrality (2022 Scoping Plan), Southern California Association of Governments Connect SoCal 2024, and San Pedro Bay Ports CAAP 2017. The proposed Project would demolish the existing SA Recycling facility, restore the Project site, and return the Project site to its pre-lease condition. All on-site utilities would be cut and capped at the Project site.

boundaries. There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation. A summary of the proposed Project's compliance with all potentially applicable GHG emissions reduction plans, strategies, policies, and regulations is provided in Table 4-5, with additional discussion and analysis of applicable GHG emissions reduction plans, policies, and regulations provided after Table 4-5. As discussed below, the proposed Project would be compliant with and would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs.

Table 4-5.
Applicable GHG Emissions Reduction Strategies

Strategy	Compliance with Strategy
2022 Scoping Plan (Assembly Bill 32 and Senate Bill 32 Strategies)	
Transportation, Technology, and Fuels, Climate Change Standards	Compliant. These are CARB-enforced standards; vehicles that access the Project site would comply with these strategies. The CARB Advanced Clean Trucks Regulation requires manufacturers to sell zero-emissions trucks as an increasing percentage of their annual California sales from 2024 to 2035. The CARB Advanced Clean Fleets Regulation applies to fleets performing drayage operations, those owned by state, local, and federal government agencies, and high-priority fleets and accelerates the market for zero-emissions trucks, vans, and buses by requiring fleets that are well suited for electrification to transition to ZEVs where feasible. The CAAP supports these regulations, and the proposed Project would comply with applicable and required CAAP strategies.
Limit Idling Time for Commercial Vehicles	Compliant. The construction contractors and fuel delivery truck operators would be required to comply with applicable idling regulations. Certain vehicle types, such as concrete mixer trucks, are exempt from these idling restriction regulations, since idling is necessary to complete vehicle functions.
Use of Low Carbon or Alternative Fuels	Compliant. The proposed Project would use California fuels that are subject to the Low Carbon Fuel Standard regulations.
Waste Reduction/Increase Recycling (including construction and demolition waste reduction)	Compliant. Solid waste generated during the proposed demolition and restoration activities would be disposed of in accordance with the COLB Construction and Demolition Recycling Program (LBMC Chapter 18.67), which requires at least 65 percent of all project-related construction and demolition material waste to be diverted from landfills. The California Green Building Standards (CALGreen) Code also stipulates that 65 percent of construction waste shall be diverted.
Increase Water Use Efficiency	No Conflict. This is not directly applicable to the proposed Project's demolition and restoration activities, as the majority of the water used by the proposed Project during temporary activities is required by regulation for fugitive dust control. The proposed Project would have no operational impacts on water usage.
Port of Long Beach and City of Long Beach Strategies	
City of Long Beach General Plan – Mobility Element, The Mobility of Goods (October 15, 2013)	No Conflict. The COLB General Plan Mobility Element was developed to improve the way people, goods, and resources are moved in Long Beach. As a temporary demolition and restoration project with no future operations, the proposed Project would not conflict with the Mobility Element.

Table 4-5.
Applicable GHG Emissions Reduction Strategies

Strategy	Compliance with Strategy
City of Long Beach Sustainable City Action Plan (February 2010)	Compliant. The COLB Sustainable City Action Plan is intended to guide operational, policy, and financial decisions to create a more sustainable Long Beach. Although the plan is mostly focused on COLB property, buildings, and public transportation, some elements refer to Port activities. The Transportation section defers to the CAAP for criteria pollutant emission reductions; GHG emission reductions are not explicitly addressed, but their reduction would be a co-benefit of CAAP compliance. The proposed Project would comply with applicable and required CAAP strategies.
City of Long Beach Construction and Demolition Recycling Program (LBMC Chapter 18.67)	Compliant. This municipal code regulation requires covered projects to divert at least 65 percent of all project-related construction and demolition material waste. There are exceptions for materials with low recyclability. Compliance with this regulation would ensure conformance with other construction waste recycling GHG emissions reduction policies. Solid waste generated during the proposed demolition and restoration activities would be disposed of in accordance with the COLB Construction and Demolition Recycling Program (LBMC Chapter 18.67), which requires at least 65 percent of all project-related construction and demolition material waste to be diverted from landfills. The California Green Building Standards (CALGreen) Code also stipulates that 65 percent of construction waste shall be diverted.
Port of Long Beach Green Port Policy (2005)	Compliant. The Port's Green Port Policy serves as a guide for decision-making and established a framework for environmentally friendly Port operations. One of the policy's guiding principles is to promote sustainability. The Sustainability Element and related Sustainable Business Practices Administrative Directive identifies GHG-reducing measures such as recycling programs. Compliance with the COLB Construction and Demolition Recycling Program and implementation of air quality best management practices for construction activities would ensure conformance with the Port's Green Port Policy.

Sources: CARB 2022; POLB and POLA 2017

Key: 2022 Scoping Plan = 2022 Scoping Plan for Achieving Climate Neutrality; CAAP = San Pedro Bay Ports Clean Air Action Plan; CARB = California Air Resources Board; COLB = City of Long Beach; GHG = greenhouse gas; LBMC = Long Beach Municipal Code; POLB or Port = Port of Long Beach; ZEV = zero-emissions vehicle

CARB 2022 Scoping Plan

The 2022 Scoping Plan for Achieving Carbon Neutrality was approved by CARB in December 2022, expanding on prior Scoping Plans and recent legislation, such as AB 1279, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or earlier (CARB 2022). To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes, reduction of short-lived climate pollutants, and mechanical CO₂ capture and sequestration actions. The 2022 Scoping Plan contains actions and strategies to meet GHG reduction goals in the following sectors: transportation, technology, and fuels; vehicle miles traveled; clean electricity grid; sustainable manufacturing and buildings; CO₂ removal and capture; short-lived climate pollutants; and natural and working lands.

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

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

Southern California Association of Governments Connect SoCal 2024

The proposed Project involves the demolition of the existing SA Recycling facility and site restoration, and would have no operational component. As such, the proposed Project would not induce growth and would not conflict with the Connect SoCal 2024 goal of reducing regional vehicle miles traveled (VMT) per capita.

San Pedro Bay Ports CAAP

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

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

There are no GHG emission-reduction measures directly applicable to the proposed Project demolition and restoration activities. After demolition and site restoration, the Project site would be returned to a condition equivalent to or superior to its condition prior to the Lease. There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation. Therefore, the proposed Project would not conflict with the San Pedro Bay Ports CAAP.

Port of Long Beach Green Port Policy

Compliance with the COLB Construction and Demolition Recycling Program and implementation of air quality BMPs for construction activities through the HDPs would ensure conformance with the Green Port Policy.

City of Long Beach Construction and Demolition Recycling Program

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

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

References

- CARB (California Air Resources Board). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. December. Available at: <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>. Accessed June 2026.
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IX. Hazards and Hazardous Materials

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

Discussion

Would the Project:

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

Less than Significant Impact. The proposed Project would involve a one-time, short-term (7 months) demolition and restoration phase, which would remove and dispose of existing improvements, including utilities. Solid non-hazardous waste generated from proposed Project-related demolition, excavation, grading, and other restoration activities would include construction debris, concrete and asphalt, chain-link fencing, scrap metal, glass, wood, plastic, tires, and other general trash such as paper, cardboard, and plastic containers. Management of these waste streams would be the responsibility of SA Recycling and the general contractor(s). Waste streams would be segregated appropriately and recycled in accordance with COLB ordinances and approved recycling facility requirements (SA Recycling 2026a).

The proposed Project would also excavate surface soils, some of which could be chemically contaminated, requiring off-site disposal. Investigations completed in 2025 and 2026 (SA Recycling 2026c) determined that chromium and lead concentrations in Project site soil are below human health screening levels for a commercial/industrial scenario but exceed state and federal leachate analysis thresholds at some locations. If excavated, soil in these areas would be considered RCRA hazardous waste for chromium and non-RCRA California hazardous waste for lead. Concentrations of these metals do not exceed their respective USEPA Regional Screening Level or DTSC Screening Level for commercial/industrial use. The soil investigation also identified areas where arsenic concentrations exceed the accepted upper bound of naturally occurring arsenic in Southern California soil (12 milligrams per kilogram) and areas with petroleum hydrocarbons in the diesel range at concentrations that exceed the environmental screening level. The petroleum hydrocarbons comprise a mixture of diesel and lubricant oil, bunker fuel, or significantly aged crude oil, and are attributable to historical oil production activities at the site. The proximity of arsenic impacts to the plugged oil wells, and co-location with hydrocarbon impacts, indicate the arsenic impacts are most likely sourced from operation of the oil wells. Soil containing concentrations of constituents of potential concern exceeding their respective human health screening levels for a commercial/industrial scenario are limited to the vicinity of the plugged oil wells (SA Recycling 2026c).

A Project-specific SMP has been prepared for the proposed Project that provides administrative, procedural, and analytical guidance to expedite and clarify actions in the event contaminated soil is encountered during ground disturbance activities (SA Recycling 2026b). The SMP provides specific procedures, protocols, and BMPs to ensure contaminated soil is handled appropriately and effectively, minimize site decommissioning downtime, and mitigate potential risks to human health and the environment. The procedures in the SMP for handling, stockpiling, and screening of excavated soil would be followed in order to properly profile the soil for either reuse on the Project site or for their export and disposal to an appropriate disposal facility.

During site restoration activities involving removal of buried utilities and soil excavation, the contractor would survey work areas prior to the beginning of each working day, and routinely throughout each day that excavation and other related construction activities occur, to check for the presence of potentially impacted soil and contaminant sources (e.g., buried tanks, clarifiers, pipework, and drums/containers). If there is evidence that the PVC barrier underlying slabbed portions of the site has been compromised prior to site restoration activities, soil beneath the compromised area would be carefully evaluated for potential impacts. Localized soil sampling and testing in these areas would be conducted as needed.

Soil identified for removal and disposal would be excavated after all surface infrastructure (i.e., buildings, portable equipment, hazardous materials, and other infrastructure) and the cap and impermeable barrier system have been removed to minimize the potential for any residual contaminants associated with these removal actions to mobilize to exposed soil at the Project site. Excavated soil would be tested (chemically analyzed) and characterized as either non-hazardous or non-RCRA California hazardous waste. Non-hazardous soil would be hauled by trucks from the Project site to a landfill in Simi Valley, California, or other facilities licensed to accept the soil. Non-RCRA California hazardous waste or RCRA hazardous waste from demolition debris would be hauled from the Project site to the Kettleman Hills Facility in Kettleman Hills, California, or other facilities licensed or permitted to accept the waste.

The Phase 1 Environmental Site Assessment for the Project site did not find any evidence of asbestos-containing materials, lead-based paint, or mold conditions (SA Recycling 2024). The

Phase 1 Environmental Site Assessment noted the presence of large transformer units in the northeast corner of the Project site, but concluded it was unlikely that they contain polychlorinated biphenyls. A pre-demolition asbestos survey of the Project site conducted in 2026 (Vector Environmental Consulting, Inc. 2026a) did not detect any asbestos. However, a lead inspection of the Project site conducted in 2026 (Vector Environmental Consulting, Inc. 2026b) reported two porcelain sinks in a restroom with lead concentrations greater than the Housing and Urban Development/USEPA standard for lead-based paint (1.0 milligram per square centimeter). The lead investigation report stated that companies with California Department of Public Health lead-certified staff would be required for all abatement work. Abatement activities could generate hazardous waste requiring handling on-site and eventual transport to a permitted or licensed disposal facility. Pre-approved facilities licensed to accept the various waste streams generated by the demolition and restoration activities would be utilized, and waste materials would be transported to the disposal facilities in accordance with the Project-specific Traffic and Transportation Plan (SA Recycling 2025b).

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

As noted in Table 2-2, hazmat clearance and waste stream disposal are projected to take 5 days and 23 days, respectively. Once demolition and restoration are complete, the proposed Project would not routinely transport, use, or dispose of hazardous materials.

The Project-specific SMP provides guidance to ensure the proper management of any contaminated soil encountered during site excavation and to reduce the risk of impacts to construction workers, the public, and the environment (SA Recycling 2026b). The SMP includes site-specific procedures and protocols to be utilized if contaminated soil is encountered and if soil contamination is persistent beyond the vertical and horizontal limits of the proposed excavations. Procedures and protocols are included to ensure that contaminated soil, if encountered, is handled appropriately and effectively to minimize site decommissioning downtime, as well as mitigate potential risks to human health and the environment.

The principal key exposure pathways between contaminated soil and a human receptor are dermal contact, ingestion, and/or inhalation of soil-borne constituents during excavation or other ground-disturbing activities. Construction personnel could encounter impacts to subsurface soil related to the following: previous scrap metal activities; belowground stormwater infrastructure (e.g., sumps and associated piping) and aboveground storage, use, and handling of hazardous materials (e.g., petroleum and other products used at the Project site); placement of undocumented fill material; and plugged oil wells located on the Project site (SA Recycling 2026a). Per the Project-specific SMP, these potential impacts would be screened for and, if present, properly managed for waste disposal (SA Recycling 2026b). Any excavation exposing or disturbing potentially impacted soil would be evaluated and conducted with appropriate engineering controls, administrative controls, and personal protective equipment (PPE).

Engineering controls would include dust control using water overspray. As water would be used for dust suppression during site restoration activities, the sumps and permitted removal of the pump station/clarifier would occur once all surface infrastructure has been decommissioned. Water trucks would be used to provide dust suppression post removal of the sumps and pump station/clarifier. Compliance with the Construction General Permit and stormwater pollution prevention plan (SWPPP) would ensure that water applied as a dust control measure would not run off from the Project site (See Section 4.X(a), *Hydrology and Water Quality*). Administrative controls would include limiting the amount of time workers are exposed to dust from excavation and other ground-disturbing activities through PPE use, task rotation, and air monitoring of the work area if warranted to minimize potential exposure to construction workers and visitors. PPE would include the use of gloves, face masks, long-sleeve clothing, hard hats, steel-toe/composite toe safety boots, and safety glasses to mitigate these potential exposure pathways. PPE would be evaluated for each task being performed and adjusted as necessary. Personal decontamination of body, clothing, and tools would be completed at a minimum at the end of each workday and prior to eating or drinking. A decontamination area would be set up in an area appropriate for exiting the exposure zone and entering a non-contaminated zone.

The proposed Project would comply with the POLB Risk Management Plan, which includes risk management policies, criteria methodology, and implementation guidelines that address the transfer, handling, storage, and transport of hazardous liquid bulk cargoes and are designed to reduce the potential for accidental releases or spills. The proposed Project would also comply with applicable federal, state, and local requirements for the use, storage, transport, and management of hazardous materials, including but not limited to RCRA, the Hazardous Materials Transportation Act, DTSC regulations, federal and state occupational safety and health regulations, SCAQMD rules, and permits and associated conditions issued by the Port and COLB Building and Safety Bureau. In particular, Section 31303 of the California Vehicle Code requires transporters to use state or interstate highways that offer the least overall transit time and avoid, whenever practicable, residence districts that may be along the planned haul route. Further, hazardous and non-hazardous wastes would be disposed of at licensed or permitted facilities designed and operated to minimize potentials for public or environmental exposures.

Compliance with the Project-specific SMP, the POLB Risk Management Plan, and applicable rules and regulations would ensure the proper transport, handling, use, and disposal of hazardous materials to manage the risk of accidental release and exposure to workers, the public, and the environment. Therefore, impacts associated with the routine transport, use, and disposal of hazardous materials would be less than significant.

Mitigation Measures

No mitigation is required.

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

Less than Significant Impact. The proposed Project could require the use of haul trucks to transport construction and demolition materials, waste streams from hazardous materials abatement (as needed), chemically contaminated soil (as needed), and other demolition waste over public roads to a licensed or permitted disposal facility during the 7-month demolition and restoration phase. Although unlikely, it is possible that soil classified as hazardous materials or other waste materials could be accidentally released from haul trucks during trips between the

Project site and disposal facility, which could create a significant hazard to the public or the environment. As discussed in Section 4.IX(a), compliance with the Project-specific SMP, the POLB Risk Management Plan, and applicable federal, state, and local requirements would minimize the potential for upset or accidental conditions resulting in the release of hazardous materials to the environment.

Once contaminated soil has been removed, the Project site would not contain any hazardous materials subject to upset or accidents that could result in releases to the environment, other than the eight plugged oil wells and associated pipeline infrastructure that would be protected in place. Also, stormwater runoff from the site would be regulated by the IGP and MS4 permit. Thus, risks to the public and environment due to an upset or accidental release of hazardous materials during the demolition and restoration phase of the proposed Project would be constrained, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

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

Less than Significant Impact. The Project site is not within one-quarter mile of an existing or proposed school. However, the proposed Project could require transport of contaminated soil and, potentially, wastes from hazardous materials abatement to licensed or permitted disposal facilities; depending on the disposal facility's location, the truck route could pass within one-quarter mile of a school. As mentioned in Section 4.IX(a), the risks of an accidental release within one-quarter mile of a school would be minimal because compliance with the Project-specific SMP, the POLB Risk Management Plan, and applicable federal, state, and local requirements would minimize the potential for upset or accidental conditions resulting in the release of hazardous materials to the environment. Once contaminated soil has been removed from the Project site, the proposed Project would not contain any hazardous materials subject to hazardous emissions. Therefore, potential impacts associated with long-term risk of hazardous materials in the vicinity of a school would be less than significant.

Mitigation Measures

No mitigation is required.

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

Less than Significant Impact. The Project site is not on the current list of hazardous materials sites compiled under Government Code 65962.5(a) (Cortese List; EnviroStor; <https://www.envirostor.dtsc.ca.gov/public/>). However, a Phase I Environmental Site Assessment of the Project site revealed several recognized environmental conditions (RECs) and controlled RECs (SA Recycling 2024):

- Storage, handling, and use of various hazardous materials that included oil (new and used), diesel, gear oil, coolant, antifreeze, and transmission fluids;

- Maintenance and repair activities that generate various types of solid and liquid hazardous waste (e.g., used oil, air and oil filters, vehicle batteries);
- Three sumps and a clarifier that receive site water runoff generated from stormwater and routine water-applied dust suppression activities;
- Legacy metal recycling operations that were limited to capped and/or paved areas and limited to metals associated with recycled metals;
- Eight plugged oil wells on the Project site;
- Uncontrolled fill material (i.e., based on the absence of documented records that demonstrate the fill material was screened for potential contaminants prior to being placed on the property) that was used to build the lot prior to the SA Recycling Lease; and
- Adjacent properties, including the former Long Beach Naval Complex (Station and Shipyard), that may represent sources for other contaminants of concern, including per- and polyfluoroalkyl substances (PFAS) and petroleum hydrocarbons in groundwater at the Project site.

While the eight plugged oil wells located on the Project site are considered RECs, they are not covered under the SA Recycling Lease agreement and are, therefore, not addressed in the Project-specific SMP. The presence of fill material from an undocumented and/or untested source was classified as an REC based on the absence of documented records demonstrating the fill material was screened for potential contaminants prior to being placed at the Project site. However, placement of the fill material was considered an existing condition that preceded the SA Recycling Lease.

As discussed in the Site Restoration Plan, the stockpile yard at the Project site was constructed with a 12-inch-thick reinforced concrete slab with an underlying PVC impermeable barrier designed to prevent surface water seepage to groundwater and transport of contaminants generated on-site during the ongoing metal recycling activities (SA Recycling 2026a). In addition, the stockpile area was graded such that all rainwater and dust suppression water drained to a collection and water treatment system. The effectiveness of these design elements, and the extent to which these RECs contributed to chemical contaminants in soil and groundwater at the Project site, is uncertain. However, a soil investigation was conducted in areas where RECs were identified in the Phase I Environmental Site Assessment. As discussed in Section 4.IX(a), the results show that soil containing concentrations of constituents of potential concern exceeding their respective human health screening levels for a commercial/industrial scenario are limited to the vicinity of the eight plugged oil wells (SA Recycling 2026c).

The proposed Project would remove the concrete/asphalt slab and underlying PVC barrier. If soil beneath the PVC barrier shows evidence that materials from RECs penetrated the barrier, the affected soil would be tested prior to the restoration phase of the proposed Project (SA Recycling 2026a). If the testing results indicate that the soil has been altered chemically by SA Recycling activities, the impacted soil would be delineated for removal from the Project site, excavated, and transported under waste manifest and chain of custody documentation to an appropriate disposal facility licensed or permitted to accept the waste in accordance with the Project-specific SMP. However, if the source of contamination is determined to be from other sources (e.g., contaminants that may be present in the fill material or equipment formerly used for oil and gas extraction), the soil would not be covered in the Site Restoration Plan and the Port would be responsible for implementing measures to address the residual soil contamination.

The procedures in the Project-specific SMP for handling, stockpiling, and screening of excavated soil would be followed in order to properly profile the soil for either reuse on the Project site, or for their export and disposal to an appropriate disposal facility. The Project-specific SMP provides specific procedures, protocols, and BMPs to ensure that contaminated soil is handled appropriately and effectively, minimize site decommissioning downtime, and mitigate potential risks to human health and the environment (SA Recycling 2026b).

In accordance with the Project-specific SMP, visually impacted soil surfaces encountered during ground-disturbing activities would be kept visibly moist by water spray (SA Recycling 2026b). If impacted, oily, stained, and/or odorous soil is encountered, the soil would be stockpiled and placed on heavy-duty plastic sheeting and covered appropriately to reduce dust and in the event of rain, minimize the potential for waterborne migration of impacted soil and debris. Should VOCs be identified as a constituent of concern at the Project site, stockpiled soil would be covered with continuous heavy-duty plastic sheeting (or other covering) to minimize emissions of VOCs and/or other constituents of concern to the atmosphere. During periods of inactivity longer than 12 hours, trench bottoms and sidewalls where impacted soil is encountered would be covered with heavy-duty plastic sheeting or other covering to minimize emissions of VOCs to the atmosphere, if warranted.

The Project-specific SMP requires soil excavated from the Project site requiring off-site disposal undergo chemical analyses to generate a waste profile and waste manifests for transportation and disposal of the wastes (SA Recycling 2026b). Based on the results of the analyses, excavated soil generated by the proposed Project would be characterized as either non-hazardous or non-RCRA California hazardous waste and disposed of at facilities licensed or permitted to accept the soil. Certified clean fill material would be used to replace the excavated contaminated soil. The Project-specific SMP indicates that the depth to groundwater at the Project site is 10 to 15 feet bgs (SA Recycling 2026b). Given that the bottom of the clarifier, which would be removed by the proposed Project, is also 10 feet bgs, it is possible that demolition activities could encounter groundwater. Active dewatering is not permitted. Consequently, the demolition contractor would be expected to manage the groundwater in accordance with applicable regulations. Once existing improvements have been demolished and disposed of, and any contaminated soil and groundwater removed and replaced with clean fill, the Project site would consist of a vacant lot and would not support any activities that would require the storage, handling, transport, or disposal of hazardous materials. Therefore, compared to existing conditions, the proposed Project would remove hazardous materials such that the Project site would not create a significant long-term hazard to the public or the environment. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

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

No Impact. The proposed Project would not be located within an airport land use plan or within 2 miles of a public airport or public use airport. Therefore, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. No impact would occur.

Mitigation Measures

No mitigation is required.

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

Less than Significant Impact. The proposed Project would not construct or operate any new improvements that would physically interfere with an adopted emergency response plan or evacuation plan. The demolition and restoration phase of the proposed Project would involve increased truck traffic while transporting demolition waste to disposal and recycling facilities; however, this would be temporary and would not interfere with emergency vehicle access to the Project site or adjacent properties. Furthermore, truck traffic for transporting waste would comply with the Project-specific Traffic and Transportation Plan (SA Recycling 2025b). The proposed Project would not interfere with the Marathon facility emergency exit located at the southern end of the Project site. The portion of asphalt adjacent to the emergency exit would be protected in place to ensure adequate access from the Marathon facility to Pier T Avenue. Therefore, the proposed Project would not physically interfere with an adopted emergency response plan or evacuation plan. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

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

No Impact. The Project site is located within an industrialized Port complex and is not located in or near lands classified as a Very High or High Fire Severity Zone within its Local Responsibility Area (California Department of Forestry and Fire Protection 2026). Therefore, the proposed Project would not expose people or structures to significant risks related to wildfires. No impact would occur.

Mitigation Measures

No mitigation is required.

References

- California Department of Forestry and Fire Protection. 2026. Fire Hazard Severity Zones. Available at: <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>. Accessed June 17, 2026.
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- SA Recycling. 2026c. Soil Sampling Investigation Report. Prepared by Stantec. June.
- SA Recycling. 2025b. Traffic and Transportation Plan, SA Recycling Facility, 482 Pier T Avenue, Long Beach, CA 90802. Prepared by Stantec. March.

SA Recycling. 2024. Phase I Environmental Site Assessment Report, SA Recycling Facility, 482 Pier T Avenue, Long Beach, CA 90802. Prepared by Stantec. July.

Vector Environmental Consulting, Inc. 2026a. Asbestos Inspection Report. Prepared for SA Recycling. April 6, 2026.

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X. Hydrology and Water Quality

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

Discussion

Would the Project:

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

Less than Significant Impact. During the demolition and restoration phases, proposed Project activities would comply with the conditions of the Construction General Permit, including preparation of a SWPPP and implementation of BMPs to minimize soil erosion/sedimentation and other runoff from the Project site from entering storm drains. The site-specific SWPPP would be prepared prior to the start of the proposed demolition and restoration activities. Typical BMPs that could be used include good practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, materials storage, minimization of hazardous materials, and proper handling and storage of hazardous materials) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, stormwater inlet protection, and soil stabilization measures). The

SWPPP would be subject to review by the POLB, as well as approval from the State Water Resources Control Board. Compliance with the Construction General Permit and SWPPP would prevent disturbed soil and pollutants from being transported by runoff into adjacent harbor waters or land uses and degrading surface and groundwater quality.

The demolition and restoration phases of the proposed Project would require excavation activities for removal of belowground utilities and contaminated soil, if present. If the source of contamination in site soil is determined to not be from SA Recycling activities, but from other sources (e.g., contaminants that may be present in the fill material or equipment formerly used for oil and gas extraction), the soil would not be covered in the Site Restoration Plan and the Port would be responsible for implementing measures to address the residual soil contamination. It is possible that excavation would encounter groundwater. If groundwater is encountered during excavation, the demolition contractor would be expected to manage the groundwater in accordance with applicable regulations; active dewatering is not permitted. Compliance with permit conditions would ensure that the Project demolition and restoration activities would not violate any water quality standards or waste discharge requirements.

The proposed Project would replace the existing impervious concrete surface with pervious soil surfaces, thereby increasing on-site infiltration and decreasing the volume of surface runoff. The Project site would remain in a permeable condition, and the surface would be covered with crushed rock or gravel after restoration for erosion control. Any future runoff from the Project site would be regulated under the IGP and MS4 permit. Compliance with the permits would ensure that runoff would not violate applicable water quality standards or waste discharge requirements.

By removing contaminated soil and backfilling the Project site with certified clean material, the proposed Project would reduce the long-term potential for degrading surface or groundwater quality. Further, once the existing improvements have been demolished, the Project site would be left vacant, except for those improvements that would remain in place, and would not generate wastewater requiring discharge or disposal with the potential for violating water quality standards or waste discharge requirements. Any future use of the Project site would require environmental review, at which time construction and operational water quality impacts would be evaluated. Therefore, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

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

Less than Significant Impact. Groundwater at the Project site reportedly occurs at depths of approximately 10 to 15 feet bgs (SA Recycling 2024). As discussed in Section 4.X(a), it is possible but unlikely that excavation would encounter groundwater. If groundwater is encountered during excavation, the demolition contractor would be expected to manage the groundwater in accordance with applicable regulations as active dewatering is not permitted. Thus, excavation would not affect groundwater recharge, as there would be a minimal net deficit in groundwater volume or lowering of the local groundwater table level, and would not interfere with groundwater

flows. Once the demolition and restoration phase is complete, the proposed Project would not extract groundwater or interfere with groundwater flows.

The proposed Project would replace the existing impermeable concrete and asphalt surface with a permeable soil surface, grade the Project site to direct runoff flows to the central portion of the site, and install a layer of crushed rock or gravel that would stabilize surface soils while allowing percolation of rainfall at the Project site. While this would increase groundwater recharge potential compared to existing conditions, this change would have a negligible effect on the larger groundwater basin given the relatively small size of the Project site (18.87 acres).

The groundwater beneath the Harbor District is currently not considered potable, and it would likely not be considered a potable water source in the future due to salinity. As a result, Los Angeles Regional Water Quality Control Board Resolution No. 98-18 removed the municipal and domestic beneficial use designation of the aquifers that underlie Terminal Island.

Therefore, the proposed Project would not substantially affect groundwater supplies or interfere with ongoing or future groundwater management actions. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

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 that would:

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

Less than Significant Impact. The Project site is not located within or near a stream or river. The only surface water currently at the Project site is stormwater runoff and dust control water, which is retained on-site and captured by the existing stormwater collection system (SA Recycling 2024). The proposed Project would slightly alter the existing drainage pattern within the Project site by removing aboveground structures as well as the existing stormwater management infrastructure. As part of the restoration activities, the Project site would be graded so that runoff flows to the central portion of the site (away from the wharf), and following proposed restoration activities, a layer of crushed rock or gravel would be installed to stabilize surface soils while allowing percolation of rainfall at the Project site.

Removal of impervious surfaces, along with site grading, would alter slightly the existing drainage pattern and expose the underlying soil to erosion processes (e.g., wind and stormwater runoff). As discussed in Section 4.X(a), the Project Applicant would be required to comply with the conditions of the Construction General Permit, including the preparation of a SWPPP and implementation of BMPs to minimize soil erosion/sedimentation and other runoff from the Project site. Following demolition and restoration activities, and once the site has been stabilized with placement of a crushed rock or gravel cover, the Construction Stormwater General Permit could be closed out. Following completion of the proposed Project, future stormwater runoff from the Project site would be regulated by the IGP and MS4 permit. The Project site would not be used for industrial activities or for storage or handling of raw materials, and any discharges would not contribute to a violation of a water quality standard or to pollution of waters of the United States.

Therefore, the proposed Project would not result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

- ii) **Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?**

Less than Significant Impact. The proposed Project would remove the existing impermeable surfaces as well as the stormwater collection and conveyance system, grade the Project site to direct runoff flows to the central portion of the site, and install a surface covering of crushed rock or gravel. Removing the existing impermeable surfaces and grading the site would allow stormwater to infiltrate into the underlying soils, which would reduce the volume of stormwater runoff and flooding. In the absence of a stormwater collection and conveyance system, the likelihood of surface water runoff escaping the Project site would depend on the infiltration rate of the permeable soils and rainfall amounts. While a small amount of runoff could occur during heavy rainfall that would be directed to adjacent drainage facilities, given the relatively small area of the Project site, this contribution would be negligible. Further, runoff would be regulated by the IGP and MS4 permit. Thus, the proposed Project would not result in flooding on- or off-site. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

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

Less than Significant Impact. As discussed in Sections 4.X(a)(i) and 4.X(a)(ii), the proposed Project would alter the drainage pattern of the Project site by removing all existing on-site facilities and stormwater management systems and grading the site to direct runoff flows to the central portion of the site (away from the wharf). The proposed Project would remove the impermeable surfaces that currently cover the Project site and install a surface layer of crushed rock or gravel. Post demolition, the surface of the Project site would consist of permeable soil, which would allow water to infiltrate into the ground. Implementation of BMPs on-site during demolition and restoration activities would prevent the potential off-site transport of soil-related pollutants via stormwater runoff into adjacent receiving waters. Compliance with the NPDES Construction General Permit, requiring implementation of a SWPPP and BMPs to minimize soil erosion/sedimentation and other runoff would minimize the likelihood of polluted runoff entering adjacent waters.

The proposed Project would replace all soil contaminated by past SA Recycling operations, and the Port would be responsible for replacing soil contaminated by sources that predated the SA Recycling operations with clean fill. By removing contaminated soil, backfilling the Project site with certified clean material, and installing a layer of crushed rock or gravel to stabilize site soil, the proposed Project would reduce the long-term potential for providing substantial additional sources of polluted runoff. Additionally, future stormwater runoff from the Project site would be regulated under the IGP and MS4 permit.

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

Mitigation Measures

No mitigation is required.

iv) Impede or redirect flood flows?

No Impact. Per the current Federal Emergency Management Agency (FEMA) flood map for the area, the Project site is not within a special flood hazard area (FEMA 2026). As discussed in Sections 4.X(c)(i) and 4.X(c)(ii), the proposed Project would not construct any structures or obstructions that would impede or redirect stormwater or other surface water flows. The Project site is adjacent to the Long Beach Harbor, but the proposed Project would not construct or install any in-water structures that could alter flow patterns in the harbor or impede flood flows. No impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. As discussed in Sections 4.X(c)(iv), the Project site is not within a special flood hazard area. Also, the Project site is not located within a Tsunami Hazard Area (DOC 2026). Seiche zones at the POLB refer to areas susceptible to harbor resonance (long-period waves and surges), such as basins and confined slips. The Project site is adjacent to the Back Channel and Long Beach West Basin, and therefore the Project site could be considered located within a seiche zone.

The proposed Project would remove existing infrastructure from the Project site, with the exception of the existing wharf, the crane rail system, the oil pipelines, and eight plugged oil wells. The Project site would also replace any chemically contaminated soil with certified clean fill. Therefore, the proposed Project would not represent a long-term risk of pollutant release as a result of inundation by floods, tsunami, seiches, or other physical forces. No impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The proposed Project would be consistent with the Los Angeles Regional Water Quality Control Board *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan; California Water Boards 2014). The Basin Plan is designed to preserve and enhance water quality and to protect beneficial uses of regional waters (inland surface waters,

groundwater, and coastal waters such as bays and estuaries). The Basin Plan designates beneficial uses of surface water and groundwater and establishes water quality objectives, which are defined as “the allowable limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area.” The proposed Project would be consistent with the Basin Plan because it would not affect beneficial uses of water or the prevention of nuisance within the Project area.

The proposed Project would comply with applicable permit and Lease conditions related to water quality control. Therefore, the proposed Project would not obstruct with implementation of a water quality control plan or groundwater management plan or cause significant environmental effects. No impact would occur.

Mitigation Measures

No mitigation is required.

References

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- DOC (California Department of Conservation). 2026. Los Angeles County Tsunami Hazard Areas. Available at: <https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles>. Accessed June 24, 2026.
- FEMA (Federal Emergency Management Agency). 2026. FEMA Flood Map Service Center. Flood Map Number 06037C1963G, effective 4/21/2021. Available at: <https://msc.fema.gov/portal/search?AddressQuery=482%20Pier%20T%20Avenue%2C%20Long%20Beach%2C%20California%2090802%20>. Accessed June 24, 2026.
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XI. Land Use and Planning

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

Discussion

Would the Project:

a) Physically divide an established community?

No Impact. The proposed Project would occur within an industrialized area of a large commercial port, specifically the Terminal Island Planning District (District 4), which is used primarily for container terminal operations, a liquid bulk facility, an iron export facility, and a lumber terminal. The Project site, adjoining properties, and surrounding areas do not support and are not zoned for residential areas or communities. The proposed Project would be confined to the Project site and would not physically divide an established community. Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The proposed Project would not conflict with the PMP permitted uses (POLB 1990). The proposed Project would demolish the existing improvements on the Project site, with the exception of the existing wharf, the crane rail system, the oil pipelines, and eight plugged oil wells, and return the Project site to pre-lease conditions. There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation. As such, the proposed Project would be consistent with the applicable permitted uses of the PMP. The Project site is within the Coastal Zone, which requires compliance with the California Coastal Act (CCA) as administered by the California Coastal Commission. The California Coastal Commission certified the PMP, as amended in 1990, which ensures that activities guided by the PMP would also be consistent with the policies of the CCA. As such, the proposed Project would not conflict with the CCA because it is consistent with the applicable permitted uses of the PMP.

The Project site has a zoning designation of Port-Related Industrial (IP) (COLB 2026). Land uses designated as IP are established to preserve and enhance areas for maritime industry and marine resources. Permitted uses in the IP zone are primarily Port-related or water dependent but may also include water-oriented commercial and recreational facilities primarily serving the public, and utility installations and rights-of-way. Since there are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling, the proposed Project would not conflict with the existing zoning regulations. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation.

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

Mitigation Measures

No mitigation is required.

References

- COLB (City of Long Beach). 2026. Zoning and Land Use Map. Available at: <https://longbeachca.maps.arcgis.com/apps/webappviewer/index.html?id=17b68e7082ef4a4ea8ba6b0d04729758>. Accessed January 8, 2026.
- POLB (Port of Long Beach). 1990. Port of Long Beach Port Master Plan. Available at: <https://polb.com/port-info/mission-vision#port-master-plan-overview>. Accessed May 21, 2026.

XII. Mineral Resources

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

Discussion

Would the Project:

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

No Impact. The Project site is located within the Harbor District, which includes predominately industrial and commercial land uses. According to the California Geological Survey San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations map, the Project site is not within a mineral resource zone where geologic data indicate the presence of significant mineral resources (California Geological Survey 2010). Additionally, the Project site is not utilized for mineral resource extraction.

The Project site overlies the Wilmington Oil Field, which extends from onshore San Pedro to offshore Seal Beach, with 1,550 active wells. The California DOC Geologic Energy Management Division (CalGEM) Well Finder online database (DOC 2024) identifies eight plugged oil wells owned by Tidelands Oil Production Company on the Project site.

The proposed Project would not demolish, interfere with, or restrict access to these wells or remove existing pipelines that traverse the Project site. All plugged oil wells and associated pipelines on the southern boundary would be protected in place. Therefore, the proposed Project would not affect the availability of a known mineral resource because it would not impair access to the eight plugged oil wells or affect their operation, and the Project site is not located in a designated mineral resource zone that would be of value to the region and the residents of the state of California. Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The proposed Project would not increase the rates of existing oil extraction or affect production and abandonment plans for the eight plugged oil wells. As such, the proposed Project

would not result in a land use conflict with the existing oil extraction or preclude future oil extraction from underlying deposits. No impact on the availability of a locally important mineral resource would occur.

Mitigation Measures

No mitigation is required.

References

- California Geological Survey. 2010. San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations. Available at:
https://www.conservation.ca.gov/cgs/documents/publications/special-reports/SR_209-MLC-Plate01.pdf. Accessed June 9, 2026.
- DOC (California Department of Conservation). 2024. CalGEM GIS Well Finder.
<https://maps.conservation.ca.gov/doggr/wellfinder/>.

XIII. Noise

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

Discussion

Noise is commonly defined as unwanted sound. Noise level (or volume) is generally quantified in decibels using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to emphasize sound energy at frequencies heard most efficiently by the human ear and to deemphasize sound energy at frequencies that are not heard efficiently. Most noise environments are complex and include noise levels that vary over time. Environmental sounds are often described in terms of an average level that has the same acoustical energy as the summation of all of the time-varying events in a specified measurement period. This value is known as the equivalent noise level (L_{eq}). Another metric designed to summarize complex noise environments is the day-night average sound level. The day-night average sound level is the L_{eq} measured over a 24-hour period with a 10-decibel penalty applied to noise events occurring between 10:00 p.m. and 7:00 a.m. (to reflect increased sensitivity to noise during this period).

Noise that is experienced at any receiver can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. In areas with acoustically absorptive ground surface, such as soft dirt or grass, sound levels typically decrease more rapidly with distance. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Human-made features, such as buildings and walls, can substantially reduce noise levels. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction.

City of Long Beach General Plan Noise Element

The COLB Noise Element considers the impacts from transportation sources of noise with standards as shown in Table 4-6 (as reproduced from Table N-5 in the COLB General Plan Update Noise Element [2023]).

Table 4-6.
City of Long Beach Allowable Noise Exposure from Transportation Sources

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

Source: COLB 2023

Key: dBA = A-weighted decibels; L_{dn} = day-night average level; N/A = not applicable

Notes:

¹ Interior habitable environment excludes bathrooms, closets, and corridors.

² Interior noise standards shall be satisfied with windows in the closed position. Mechanical ventilation shall be provided per Uniform Building Code requirements.

³ Exterior noise level standard to be applied at outdoor activity areas (e.g., private yards, private patio, or balcony of a multi-family residence). Where the location of an outdoor activity area is unknown or not applicable, the noise standard shall be applied inside the property line of the receiving land use.

⁴ Within the NC-M, TOD-L, TOD-M, DT, and WF Place Type designations, exterior space standards apply only to common outdoor recreational areas.

The COLB General Plan Update Noise Element states the following policies relating to construction noise:

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

City of Long Beach Municipal Code Noise Regulations

The COLB has adopted a quantitative Noise Control Ordinance (“noise ordinance,” LBMC Chapter 8.80) that defines noise regulations controlling unnecessary, excessive, and annoying noise and vibration in the City. As outlined in LBMC Section 8.80.150, maximum exterior noise levels are based on land use districts. The noise ordinance also governs the time of day that construction work can be conducted. LBMC Section 8.80.202 prohibits construction, drilling, repair, alteration, or demolition work between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday, and after 6:00 p.m. on

Saturday, or at any time on Sundays or federal holidays unless allowed by the Long Beach Noise Control Officer. Table 4-7 summarizes the exterior sound level criteria from LBMC Section 8.80.160.

Table 4-7.
City of Long Beach Exterior Noise Limits

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

Key: dBA = A-weighted decibels; L_{eq} = equivalent noise level; N/A = not applicable

Notes: District One: Predominantly residential with other land use types present; District Two: Predominantly commercial with other land use types also present; Districts Three and Four: Predominantly industrial with other land use types also present; District Five: Airport, freeways and waterways regulated by other agencies; Districts Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts.

Would the Project:

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

Less than Significant Impact. The proposed Project would involve demolition and removal of improvements as well as site restoration activities, as described in Section 2.10, *Project Overview*. Proposed Project noise sources would include off-road construction equipment, worker trips, and haul truck trips. These activities would generate short-term noise during an approximately 7-month period. Once demolition and restoration activities are complete, the proposed Project would not produce any noise.

The closest noise-sensitive location is a Recreational Vehicle Park located approximately 5,100 feet east of the Project site in Noise District 2. Noise levels generated by representative equipment types that would be used during the proposed Project are listed in Table 4-8 at the reference distance of 50 feet and at 5,100 feet. The noise levels shown do not account for the effects of structures (e.g., facilities, stacks of containers) located between the Project site and noise-sensitive location and should be considered highly conservative (i.e., potentially overestimating actual levels). Noise levels were calculated using default acoustical usage factors. Acoustical usage factor refers to an estimate of the fraction of the time during which each piece of construction equipment is operating at full power (i.e., its loudest condition).

**Table 4-8.
Equipment Sound Levels**

Equipment Description	Acoustical Usage Factor (%)	Noise Level (dBA, L_{eq}) at Distance (feet)	
		50 feet	5,100 feet
Dump Truck	40	72	32
Excavator	40	77	37
Crane	16	73	33
Shears	40	92	52
Front-End Loader	40	75	35
Flat Bed Truck	40	80	40
Pickup Truck	40	71	31
Compactor	20	76	36
Overall	N/A	93	52

Key: dBA = A-weighted decibels; L_{eq} = equivalent noise level; N/A = not applicable

Notes: Equipment reference noise levels, default usage factors, and calculation methods used to estimate maximum and time-averaged noise levels at distances greater than the reference distance are in accordance with the Federal Highway Administration's Roadway Construction Noise Model (FHWA 2006). Estimated noise levels assume no shielding (as would be provided by intervening structures) and assume that all equipment would be operating at the closest location on the parcel to the sensitive location. Results shown are conservative, potentially overestimating actual noise levels.

At the closest sensitive location, the proposed Project would generate approximately 52 dBA L_{eq} during an 8-hour workday and would remain below the daytime Noise District 2 noise level criteria established in Section 8.80.160 of the LBMC (Table 4-8). Proposed demolition activities would comply with the applicable construction hours specified in LBMC Section 8.80.202. Because noise would be below criteria levels at the closest sensitive location, and because noise standards would be complied with, on-site proposed Project activities would result in less than significant noise impacts.

As discussed in Section 2.10, *Project Overview*, proposed Project-related traffic would use Pier T Avenue, Pier T Way, and the surrounding freeway network (e.g., I-710, I-110, SR-103, and SR-47). All traffic would occur on roads that are approved and currently used for truck traffic. No noise-sensitive locations are located along Pier T Avenue and Pier T Way. On freeways, traffic associated with the proposed Project would comprise a small fraction of overall traffic and would not contribute substantially to overall traffic noise levels. Because proposed Project traffic would occur in areas that are not noise-sensitive and/or on roads where it would contribute a negligible amount to overall traffic counts, off-site traffic noise impacts associated with the proposed Project would be less than significant.

Mitigation Measures

No mitigation is required.

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

Less than Significant Impact. Proposed Project demolition and restoration activities would generate localized and temporary groundborne vibration and noise associated with operation of heavy equipment (e.g., excavator). Groundborne vibrations dissipate with distance from the

vibration source and would not be perceptible at the closest sensitive location (5,100 feet from the Project site). No historic structures or other structures that would be potentially vulnerable to vibration are located in the immediate vicinity of the Project site, and no damage related to groundborne vibration would occur. Groundborne noise can be of concern when groundborne vibrations radiate into the interior of a structure creating a low frequency sound (FTA 2018). Groundborne noise associated with proposed Project equipment use would not be audible at the closest sensitive location. Vibration from trucks along roadways is unlikely to be perceptible, even if the receptor is close to a major roadway (FTA 2018). Therefore, vibrations caused by Project-related off-site traffic would not be discernable given the existing traffic volumes on the roadway network. Localized groundborne vibration and noise would be temporary, occurring only during the approximately 7-month period in which project demolition and restoration would be under way. The proposed Project would not result in generation of excessive groundborne vibration or noise.

Mitigation Measures

No mitigation is required.

- 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?**

No Impact. The Project site is not within the vicinity of a private airstrip or an airport land use plan or within 2 miles of a public airport or public use airport. The closest airport to the Project site, Long Beach Airport, is located approximately 5 miles away. Elevated time-averaged noise levels associated with the airport do not affect areas at greater than approximately 2 miles from the runway (COLB 2005). Accordingly, the proposed Project would not expose people residing or working in the project area to excessive noise levels when considered in combination with noise generated at an airport.

Mitigation Measures

No mitigation is required.

References

- COLB (City of Long Beach). 2023. General Plan, Noise Element adopted June 6, 2023.
Available at: <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/noise-element-update/noise-element>. Accessed May 12, 2026.
- COLB. 2005. Long Beach Airport Community Noise Equivalent Level (CNEL) Contour Map.
Available at: <https://www.longbeach.gov/globalassets/lgb/community-information/noise-abatement/eir-noise-contour>. Accessed May 13, 2026.
- FHWA (Federal Highway Administration). 2006. Roadway Construction Noise Model User's Manual.
- FTA (Federal Transit Administration). 2018. Transit Noise and Vibration Impact Assessment.

XIV. Population and Housing

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

Discussion

Would the Project:

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

No Impact. The proposed Project would involve demolition of existing improvements on the Project site and restoration of the site to pre-lease conditions. The proposed Project would not establish new residential uses, require extension of roads or other growth-accommodating infrastructure, or result in the relocation of substantial numbers of people from outside of the region. Approximately 15 construction workers per day would be on-site for approximately 7 months during demolition and restoration activities. Therefore, the proposed Project would not induce unplanned population growth in the area, and no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The Project site is located in a highly industrialized Port complex that is zoned IP and does not support residential land uses. There is no housing within the Project site or immediate vicinity that would be displaced as a result of the proposed Project. Consequently, the proposed Project would not necessitate the construction of replacement housing, and no impact would occur.

Mitigation Measures

No mitigation is required.

References

None

XV. Public Services

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

Discussion

Would the Project:

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

- i) **Fire protection?**

No Impact. The Long Beach Fire Department provides fire protection and emergency services to the Project site and surrounding area. Long Beach Fire Department facilities in the Project vicinity include Station No. 3 located at 1222 Daisy Avenue, Station 1 located at 100 Magnolia Avenue, and Station 24 located at 111 Pier S Avenue. The proposed Project would involve demolition of existing improvements and restoration of the Project site. Demolition and restoration activities would occur over a 7-month period. The fire line and hydrants located along Pier T would be protected in place. Proposed demolition and restoration activities would occur on-site, and no permanent street closures would occur that would potentially affect service ratios, response times, or other fire department performance objectives. The proposed Project would not directly or indirectly induce population growth and, therefore, would not result in a substantial increase in the demand for fire protection services. The proposed Project would not affect the current service ratios or response times of existing fire protection resources. Accordingly, the proposed Project would not result in an increase in demand for Long Beach Fire Department personnel, equipment, facilities, or firefighting capabilities, or affect response times in a way that would cause a substantial adverse physical impact. Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

ii) Police protection?

No Impact. The Long Beach Police Department provides police services to the Project site. Long Beach Police Department facilities in the Project vicinity include the West Patrol Division located at 1835 Santa Fe Avenue and the South Patrol Division located at 400 W. Broadway. The proposed Project would include demolition and restoration activities over a 7-month period. Proposed demolition and restoration activities would occur on-site, and no permanent street closures would occur that would potentially affect service ratios, response times, or other police department performance objectives. The proposed Project would not directly or indirectly induce population growth and, therefore, would not result in a substantial increase in the demand for police protection services. Therefore, the proposed Project would not require new or expanded police facilities that would cause significant environmental impacts. No impact would occur.

Mitigation Measures

No mitigation is required.

iii) Schools?

No Impact. The Long Beach Unified School District serves the Project site. The demand for new schools is generally associated with increases in the school-aged population or decreases in the accessibility and availability of existing schools. The proposed Project does not include any residential development that would introduce new permanent students to the Long Beach Unified School District. Demolition and restoration activities would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

iv) Parks?

No Impact. The proposed Project would not induce population growth in the area that could cause an increase in the use of existing parks or recreational facilities provided by the Long Beach Department of Parks, Recreation and Marine. The proposed Project would not introduce residential uses or generate a new residential population that would regularly utilize nearby parks and recreational facilities. During demolition and restoration activities, approximately 15 construction workers per day would be on-site for approximately 7 months. While some of the construction workers may utilize local parks and recreational facilities during the workday, such use would be limited. The proposed Project would not require the construction of new or expanded park facilities. Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

v) Other public facilities?

No Impact. The proposed Project would not introduce residential uses or generate a new residential population that would require other public facilities. Therefore, the proposed Project

would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Thus, impacts related to other public facilities would not occur.

Mitigation Measures

No mitigation is required.

References

None

XVI. Recreation

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

Discussion

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

No Impact. The proposed Project would involve demolishing existing improvements on the Project site and restoring the site to pre-lease conditions. Demolition and restoration activities would occur over a 7-month period. The proposed Project would not construct new housing or infrastructure, including roads, or induce population growth that would result in an increase in the use of existing recreational facilities. Furthermore, the proposed Project would not interfere with the use of existing park or recreational facilities such that public demand would focus on other facilities that would result in substantial physical deterioration. Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The proposed Project would not include recreational facilities or new residential development that would require construction or expansion of existing recreational facilities. Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

References

None

XVII. Transportation

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

Discussion

Would the Project:

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

Less than Significant Impact. The proposed Project would result in temporary passenger vehicles and haul truck trips during demolition and restoration. During demolition and restoration activities, approximately 15 construction workers per day would be present for approximately 7 months. Truck trips associated with the proposed Project would be distributed throughout the workday, with a higher number of trucks traveling to the Project site during the early hours of the day. In compliance with the COLB Mobility Element, demolition debris would be transported via designated routes such as I-710 and I-110 (COLB 2013). Given the temporary period of demolition and restoration activities, truck trips would occur during a limited time and along designated roadways outlined in the COLB Mobility Element and the PMP. Designated truck routes and roadways that would be used by proposed Project-related traffic (i.e., haul trucks and passenger vehicles) are not adjacent to Cabrillo High School, Edison Elementary School, or Chavez Elementary School. Therefore, proposed Project traffic would not interfere with school operations or use roads adjacent to schools. Any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on state highways would require a Caltrans transportation permit.

While there would be temporary construction-related traffic, this temporary impact would not create a substantial increase in traffic, such that the proposed Project would conflict with a program plan, ordinance, or policy addressing the circulation system. In addition, there are no transit, bicycle, and pedestrian facilities in the Project vicinity, and no amendments to the circulation system or roadways are proposed. Therefore, the proposed Project would be consistent with the COLB Mobility Element and PMP and would not conflict with any other plans, ordinances, or policies related to transit, bicycle, or pedestrian facilities in the vicinity of the Project site. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

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

Less than Significant Impact. CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a project's transportation impacts under CEQA. Section 15064.3(b) establishes VMT as the most appropriate measure of transportation impacts, shifting away from the use of Level of Service analysis that evaluates a project's impacts on conditions at nearby roadways and intersections. VMT refers to the amount of travel and distance of automobile travel attributable to a project. The term "automobile" refers to on-road passenger vehicles, specifically cars and light-duty trucks trips.

The COLB Traffic Impact Analysis Guidelines include procedures for analyzing land development projects consistent with CEQA Guidelines Section 15064.3. As stipulated in the City's Traffic Impact Analysis Guidelines, projects within the Harbor District would not be subject to VMT analysis of truck trips as indicated under CEQA Guidelines Section 15064.3(a), which states: "... 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." As such, VMT analysis of truck trips is not a prescribed method to assess Port projects' transportation impacts under CEQA (COLB 2020). Projects that do not exceed the City's 500 average daily trip threshold are screened out from a Traffic Impact Analysis and a VMT analysis and are assumed to have a less than significant transportation impact for the purposes of CEQA (COLB 2020). During demolition and restoration activities, approximately 15 construction workers per day would be present for approximately 7 months. Proposed Project-related trips are estimated to be approximately 30 daily trips per day at peak, which is well below the City's 500 daily trip threshold for requiring a Traffic Impact Analysis and VMT analysis. Since there are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling, there would be no vehicle or automobile trips to or from the Project site after completion of the proposed Project. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation. The proposed Project would generate less than 500 average daily trips (excluding heavy-duty trucks) for 7 months and no trips thereafter. Therefore, the proposed Project's VMT would be less than significant and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

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

Less than Significant Impact. The proposed Project does not include design features, such as sharp curves or dangerous intersections, or incompatible uses that would result in traffic safety hazards. As mentioned, the proposed Project would demolish the SA Recycling facility and restore the Project site to pre-lease conditions. The proposed Project would not include the long-term closure of nearby roads or modifications to any public roadways or driveways. Oversized truck trips during the demolition and restoration phases of the proposed Project would

adhere to Caltrans transportation permit requirements to ensure no hazards to motorists or others utilizing the public roadway system in the Project area. There are currently no approved developments, operations, or new land uses for the Project site following the proposed removal of the improvements, site restoration activities, and vacation of the premises by SA Recycling. Any subsequent proposal for use or development of the site would undergo the appropriate CEQA evaluation. Therefore, the potential for the proposed Project to create a traffic safety hazard from new geometric design features or incompatible uses would be less than significant.

Mitigation Measures

No mitigation is required.

d) Result in inadequate emergency access?

Less than Significant Impact. Demolition-related traffic on the Project site would include construction workers as well as haul trucks. Construction trucks traveling to and from the Project site could reduce optimal traffic flows and delay emergency vehicles traveling through the Project area. However, such impacts would be short-term in duration. Also, emergency vehicles regularly travel on roadways with nonoptimal traffic flows and, when needed, have the ability to use lights and sirens and break standard traffic rules to cut through areas of congestion. No permanent roadway closures are proposed that would affect emergency access. Current Port operations involve large heavy-duty trucks traveling through the Harbor District (e.g., semi-trailers and flatbeds), and there are multiple ingress/egress routes within the Port area. As mentioned above, in compliance with the COLB Mobility Element, heavy-duty trucks traveling to and from the Project site would travel via designated routes such as the I-710 and the I-110 freeways (COLB 2013). The proposed Project would occur within the facility footprint and would not involve modifications that would substantially affect emergency access on POLB roadways. Therefore, implementation of the proposed Project would not result in inadequate emergency access. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

References

COLB (City of Long Beach). 2020. Traffic Impact Analysis Guidelines. Available at: <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/environmental/environmental-planning/tia-guidelines>. Accessed July 21, 2026.

COLB. 2013. Mobility Element. City of Long Beach General Plan. Available at: https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/mobility-element/320615_lbds_mobility_element_web. Accessed June 25, 2026.

XVIII. Tribal Cultural Resources

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

Discussion

Would the Project:

- a) **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
- i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or**
 - ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less than Significant Impact with Mitigation Incorporated. As discussed in Section 4.V, *Cultural Resources*, a records search for the Project site was conducted on January 8, 2026, at the California Historical Resources Information System South Central Coastal Information Center at University of California, Fullerton. The records search results did not indicate the presence of previously recorded resources within the Project area (Applied Earthworks, Inc. 2026). In addition, proposed activities would occur on artificial fill and previously disturbed soils. Based on these factors, the Project site has a low potential for yielding buried archaeological resources.

In accordance with AB 52 (Gatto), on November 17, 2025, the Port sent notification of the proposed Project and request for consultation letters to Native American tribes identified on the NAHC-generated AB 52 list as having traditional and cultural affiliation with the Project site (Table 4-9 and Appendix A, *Native American Consultation*). The Gabrieleño Band of Mission Indians - Kizh Nation (Kizh) requested consultation for the proposed Project under AB 52.

**Table 4-9.
Assembly Bill 52 Consultation – Native American Tribes**

Native American Tribe	Contact Person
Cahuilla Band of Indians	BobbyRay Esparza, Cultural Director
Cahuilla Band of Indians	Anthony Madrigal, Tribal Historic Preservation Officer
Cahuilla Band of Indians	Erica Schenk, Chairperson
Gabrieleno Band of Mission Indians - Kizh Nation	Andrew Salas, Chairperson
Gabrieleno Band of Mission Indians - Kizh Nation	Christina Swindall Martinez, Secretary
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson
Gabrielino Tongva Indians of California Tribal Council	Christina Conley, Cultural Resource Administrator
Gabrielino Tongva Indians of California Tribal Council	Robert Dorame, Chairperson
Gabrielino-Tongva Tribe	Charles Alvarez, Chairperson
Gabrielino-Tongva Tribe	Sam Dunlap, Cultural Resource Director
Gabrielino/Tongva Nation	Sandonne Goad, Chairperson
Juaneno Band of Mission Indians Acjachemen Nation 84A	Nathan Banda, Chairperson
Juaneno Band of Mission Indians Acjachemen Nation 84A	Heidi Lucero, Tribal Historic Preservation Officer / Most Likely Descendant
Juaneno Band of Mission Indians Acjachemen Nation – Belardes	Joyce Perry, Cultural Resource Director
Juaneno Band of Mission Indians Acjachemen Nation 84A	Shannon Wingfield, Secretary
Santa Rosa Band of Cahuilla Indians	Mercedes Estrada, Cultural Director
Santa Rosa Band of Cahuilla Indians	Steven Estrada, Tribal Chairman
Santa Rosa Band of Cahuilla Indians	Vanessa Minott, Tribal Administrator
Soboba Band of Luiseno Indians	Joseph Ontiveros, Tribal Historic Preservation Officer
Soboba Band of Luiseno Indians	Jessica Valdez, Cultural Resource Specialist

During the consultation, the Kizh indicated that the Project site is located within the ancestral homelands of the Kizh Nation within a highly sensitive cultural region that consisted of multiple established villages, ceremonial sites, trade routes, and resource procurement areas. Furthermore, the Kizh indicated that the presence of multiple village sites within and surrounding the Project area further reinforces the high probability that intact tribal cultural resources remain within the subsurface. The Kizh noted that the Long Beach area is well documented as archaeologically sensitive and that previous archaeological investigations and regional studies confirm that intact subsurface deposits may still be present, even in areas previously subject to

disturbance. The absence of recorded resources at the surface does not preclude the presence of deeply buried or otherwise obscured tribal cultural resources.

According to the Kizh, the Project site must be considered highly sensitive for the presence of tribal cultural resources. The Kizh formally requested that a tribal monitor be assigned to the proposed Project and be present during all ground-disturbing activities, including but not limited to grading, excavation, drilling, trenching, and demolition, and should not be limited by depth or soil type.

Based on the consultation between the Port and Kizh, impacts on tribal cultural resources have been determined to be potentially significant. As part of the formal consultation process, Kizh provided correspondence and materials, including proposed mitigation measures developed in accordance with Kizh cultural protocols to avoid, minimize, and/or mitigate impacts to tribal cultural resources. The Port and Kizh had ongoing coordination regarding the proposed mitigation measures and mutually agreed to Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3. Implementation of these mitigation measures would reduce potentially significant impacts to tribal cultural resources to a less than significant level. The formal consultation process concluded on September 9, 2026, in accordance with AB 52.

Mitigation Measures

- **Mitigation Measure MM-TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.**
 - The project Applicant/Permittee shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh). The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
 - A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
 - In the circumstance that a monitoring agreement between the Kizh and Applicant/Permittee is not yet executed at the time ground-disturbing activity commences, the Applicant/Permittee shall coordinate with the Kizh prior to commencement of the ground-disturbing activities to ensure that a Kizh monitor or Kizh-approved monitor is mobilized and placed at the project site while the monitoring agreement is finalized and executed.
 - The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitoring logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains

and burial goods. Copies of monitor logs will be provided to the project Applicant/Permittee and Lead Agency upon written request to the Tribe.

- On-site tribal monitoring shall conclude upon completion of the following (1) written confirmation to the Kizh and the Lead Agency from a designated point of contact for the project Applicant/Permittee that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; and/or (2) a determination and written notification by the Kizh to the project Applicant/Permittee and Lead Agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- **Mitigation Measure MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).**
 - Upon discovery of any TCR, as defined by Public Resources Code Section 21074, within the project site, all demolition and/or construction activities within a 50-foot radius of the discovery shall immediately cease. The TCR shall be treated with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource in accordance with Public Resources Code Section 21084.3(b)(2). Construction and/or demolition activities shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Kizh deems appropriate, in the Kizh's sole discretion, and for any purpose the Kizh deems appropriate, including for educational, cultural, and/or historic purposes. The Applicant/Permittee shall notify the Lead Agency's Director of Environmental Planning of any discoveries within 24 hours of the discovery.
- **Mitigation Measure MM-TCR-3: Unanticipated Discovery of Native American Human Remains and Associated Funerary or Ceremonial Objects.**
 - Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
 - If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
 - Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
 - Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
 - Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

References

Applied Earthworks, Inc. 2026. Cultural Resource Reconnaissance Study for the SA Recycling Demolition and Restoration Project at the Port of Long Beach, Los Angeles County, California. May.

XIX. Utilities and Service Systems

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

Discussion

Would the Project:

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

No Impact. The proposed Project would involve demolishing existing improvements and restoring the Project site to pre-lease conditions. Demolition and restoration activities would occur over a 7-month period. The proposed Project would not require construction or expansion of water supply, wastewater treatment, stormwater drainage, natural gas supply, or telecommunications facilities. During the demolition phase, existing utilities would be removed from the Project site and connections would be capped at the property boundary (see Section 2.10.2, *Demolition and Removal of Improvements*). Once the demolition and restoration phase has been completed, the Project site would remain vacant with no demand for utilities (e.g., gas, electrical, communication, water, and sewer). Therefore, the proposed Project would not require construction or relocation of any utilities and service systems with the potential to cause significant environmental effects, and no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. Proposed demolition and restoration activities would require minimal water supply, which would be provided from the on-site sumps (until all surface infrastructure has been decommissioned) and thereafter from water trucks, for on-site dust control. Once the demolition and restoration activities are completed, the Project site would remain vacant with no ongoing water demand. Therefore, the proposed Project would have a sufficient water supply, and no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. The proposed Project would not generate wastewater requiring treatment and disposal. During proposed demolition and restoration activities, existing wastewater utilities would be removed from the Project site and connections would be capped at the property boundary (see Section 2.10.2, *Demolition and Removal of Improvements*). Once demolition and restoration activities are completed, the Project site would remain vacant with no demand for wastewater collection, treatment, or disposal. Therefore, the proposed Project would not affect the current capacity of existing wastewater treatment facilities, and no impact would occur.

Mitigation Measures

No mitigation is required.

- 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?**

No Impact. The proposed Project would generate solid waste that would require disposal at a landfill or treatment at a waste management facility. As discussed in Section 2.10.2, *Demolition and Removal of Improvements*, excavated soil generated by the proposed Project is anticipated to be characterized as either non-hazardous or non-RCRA California hazardous waste. Non-hazardous soil would be hauled by trucks from the Project site to facilities licensed or permitted to accept the soil. Non-RCRA California hazardous waste or RCRA hazardous waste would be hauled from the Project site to facilities licensed or permitted to accept the soil. Other solid wastes would include construction debris, asphalt, concrete, chain-link fencing, scrap metal, glass, wood, plastic, tires, and other general trash such as paper, cardboard, and plastic containers. Waste streams would be segregated appropriately and materials recycled in accordance with COLB ordinances and approved recycling facility requirements. Management of these materials would be the responsibility of SA Recycling and the general contractor(s).

The proposed Project would comply with all federal, state, and local solid waste requirements, including AB 939 and the California Green Building Standards (CALGreen) Code, which specify that 50 percent and 65 percent, respectively, of construction debris be diverted from landfills. Compliance with all applicable statutes and regulations would ensure that no impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. As discussed in Section 4.XIX(d), the proposed Project would be required to comply with all applicable regulations pertaining to solid waste disposal. These regulations include AB 939, which requires each city in California to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting (CalRecycle 2025). Additionally, the proposed Project would be consistent with the COLB Construction and Demolition Debris Recycling Program, which requires projects to divert at least 65 percent through recycling, salvage, or deconstruction (COLB 2023). Therefore, the proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. No impact would occur.

Mitigation Measures

No mitigation is required.

References

CalRecycle (California Department of Resources Recycling and Recovery). 2025. Solid Waste Enforcement. Available at: <https://calrecycle.ca.gov/LGCentral/Enforcement/>. Accessed on May 29, 2026.

COLB (City of Long Beach). 2023. Construction and Demolition (C&D) Debris Recycling Program. Available at: <https://www.longbeach.gov/lbcd/building/cd/>. Accessed on May 29, 2026.

XX. Wildfire

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

Discussion

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

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

No Impact. PRC Sections 4201–4204 direct the California Department of Forestry and Fire Protection to map fire hazard based on relevant factors such as fuels, terrain, and weather. The Project site is not located in or near lands classified as a Very High or High Fire Severity Zone within its Local Responsibility Area (California Department of Forestry and Fire Protection 2026). Therefore, the proposed Project would not impair an emergency response or evacuation plan. No impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. Refer to Section 4.XX(a). The proposed Project would not exacerbate fire risks that could expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. Refer to Section 4.XX(a). The proposed Project would not require installation or maintenance of infrastructure that may exacerbate fire risk. No impact would occur.

Mitigation Measures

No mitigation is required.

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

No Impact. Refer to Section 4.XX(a). The Project site is not located in or near lands classified as a Very High or High Fire Severity Zone within its Local Responsibility Area (California Department of Forestry and Fire Protection 2026). Therefore, the proposed Project would not expose people or structures to significant risks related to wildfires. No impact would occur.

Mitigation Measures

No mitigation is required.

References

California Department of Forestry and Fire Protection. 2026. Fire Hazard Severity Zones. Available at: <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>. Accessed June 17, 2026.

XXI. Mandatory Findings of Significance

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

Discussion

Does the Project:

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

Less than Significant with Mitigation Incorporated. Implementation of the proposed Project could cause impacts to nesting birds protected under the MBTA. Implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2 would reduce these potential impacts to biological resources to less than significant.

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

Mitigation Measures

Implementation of Mitigation Measures MM-BIO-1, MM-BIO-2, MM-CR-1, MM-CR-2, MM-CR-3, MM-TCR-1, MM-TCR-2, and MM-TCR-3 would reduce potentially significant impacts to biological

resources, cultural resources, paleontological resources, and tribal cultural resources, respectively, to less than significant.

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

Less than Significant with Mitigation Incorporated. A project’s potential for cumulative impacts occurs when its independent impacts combine with the impacts of related projects in proximity to the Project site, creating impacts greater than those of the proposed Project alone. Related projects include past, current, and/or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given project. Information on future projects within a 1-mile radius of the proposed development was obtained from the POLB and COLB. A review was carried out of all projects that are proposed, on appeal, approved, or under construction as shown in Table 4-10.

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

As discussed in Section 4.IV, *Biological Resources*, due to the Project site’s proximity to nesting habitats of special-status bird species, and the likelihood that proposed Project demolition and restoration activities would result in the presence of humans and loud noises, the proposed Project could disturb avian species in the immediate Project vicinity. Therefore, the proposed Project could contribute to cumulative impacts generated by other nearby related projects also adversely affecting nesting bird species. However, implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2 would reduce these potential site-specific impacts to biological resources to less than significant and would prevent them from being cumulatively considerable when combined with the potential impacts of cumulative projects.

As discussed in Section 4.V, *Cultural Resources*, the entire Project site has a low potential for yielding buried precontact archaeological resources. Furthermore, demolition and restoration activities are not anticipated to result in excavation activities that disturb soils beyond the fill materials. It is acknowledged that in the event that contaminated soils are identified, those would be removed in accordance with the Project-specific SMP and applicable regulatory requirements. To be conservative, in the unanticipated event that the proposed Project’s demolition and restoration activities encounter previously unknown archaeological resources, Mitigation Measures MM-CR-1, MM-CR-2, and MM-CR-3 have been required to ensure that proposed Project impacts would be less than significant with mitigation incorporated.

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

However, implementation of Mitigation Measures MM-CR-1, MM-CR-2, and MM-CR-3 would reduce the potential proposed Project-specific impacts to cultural resources to less than significant and would prevent them from being cumulatively considerable when combined with the potential impacts of cumulative projects.

As discussed in Section 4.VII, *Geology and Soils*, the proposed Project would remove metal debris in submerged land underlying the vessel berthing area. These activities would likely only disturb surficial sediments that are not expected to contain any paleontological resources. However, implementation of Mitigation Measures MM-CR-1 and MM-CR-2 would ensure that if any materials are uncovered that are suspected of being associated with prehistoric occupation, construction activities in the immediate area would be halted until the significance of the find can be assessed by the qualified paleontologist. Implementation of Mitigation Measures MM CR-1 and MM-CR-2 would reduce the potential proposed Project-specific impacts to paleontological resources to less than significant and not cumulatively considerable when combined with the potential impacts of cumulative projects.

As discussed in Section 4.VIII, *Greenhouse Gas Emissions*, the proposed Project would generate GHG emissions from construction equipment, construction worker vehicles, and heavy-duty trucks during temporary demolition and restoration activities. The California Natural Resources Agency has clarified in the December 2009 amendments to the CEQA Guidelines that the focus on the effects of GHG emissions should be as cumulative impacts, and that GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analysis (CEQA Guidelines Section 15064(h)(3)). The Governor's Office of Land Use and Climate Innovation technical advisory on CEQA and climate change states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment" (LCI 2008).

Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project" (LCI 2008). Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency (CEQA Guidelines Section 15064(h)(3)). Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions" (CEQA Guidelines Section 15064(h)(3)). Thus, CEQA Guidelines Section 15064(h)(3) allows a Lead Agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions. As discussed in Section 4.VIII, *Greenhouse Gas Emissions*, the proposed Project would result in a less than significant impact with respect to GHG emissions. The proposed Project is consistent with and would not otherwise conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. Therefore, the proposed Project's impacts would be less than cumulatively considerable and thus less than significant.

As discussed in Section 4.XVIII, *Tribal Cultural Resources*, in the event that tribal cultural resources are discovered and not properly identified, avoided, and/or treated, this contribution could be cumulatively considerable and thus significant. However, implementation of Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3 would reduce the potential proposed Project-specific impacts to tribal cultural resources to less than significant and not cumulatively considerable when combined with cumulative projects.

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

Mitigation Measures

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

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

Less than Significant Impact. As evaluated in this IS/MND, the only potentially significant environmental effects of the proposed Project are those related to the potential to disrupt nesting birds and previously undiscovered cultural, paleontological, and tribal cultural resources. Such impacts would not directly or indirectly affect human beings.

As discussed in Section 4.IX, *Hazards and Hazardous Materials*, the proposed Project would involve demolition and restoration activities over a 7-month period that would include removal and disposal of existing improvements, and excavation of surface soils, some of which could be chemically contaminated. The Project-specific SMP provides guidance to ensure the proper management of any contaminated soil encountered during site excavation and to reduce the risk of impacts to construction workers, the public, and the environment (SA Recycling 2026b). The SMP includes site-specific procedures and protocols to be utilized if contaminated soil is encountered and if soil contamination is persistent beyond the vertical and horizontal limits of the proposed excavations. Procedures and protocols are included to ensure that contaminated soil, if encountered, is handled appropriately and effectively to avoid potential risks to human health and the environment. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

References

LCI (California Governor's Office of Land Use and Climate Innovation). 2008. CEQA and Climate Change: Addressing Climate Change Through CEQA Review. Available at: <https://www.lci.ca.gov/wp-content/uploads/20210720-june08-ceqa.pdf>. Accessed June 25, 2026.

SA Recycling. 2026b. Soil Management Plan, SA Recycling Facility, Pier T Avenue, Long Beach, California 90802. Prepared by Stantec. June.

Table 4-10.
Related and Cumulative Projects

No.	Project Title/Location	Project Description	Project Status
Port of Long Beach			
1	Piers G & J Terminal Redevelopment Project	Redevelopment of an existing marine terminal of up to 315 acres by consolidating two existing marine container terminals on Piers G and J and several surrounding parcels. Construction activities have been carried out while the terminal is operational.	Final EIR certified in September 2000. Construction ongoing. Completion estimated in 2028.
2	Pier B On-Dock Rail Support Facility	Expansion of the existing Pier B Railyard, realignment of the adjacent Pier B Street, and utility relocations to support the mode-shift in the transport of cargo from trucks to on-dock rail from the marine terminals.	Final EIR certified January 2018. Construction commenced in July 2024; estimated completion in 2032.
3	Mitsubishi Cement Corporation Facility Modifications	Facility modification, including the addition of a catalytic control system to control vessel emissions at berth, construction of four additional cement storage silos, and upgrade of existing cement unloading equipment on Pier F.	Project approved in April 2015. Construction completed.
4	Southern California Edison Transmission Tower Replacement	Replacement of a series of transmission towers across the Cerritos Channel.	Final EIR certified in 2017. Tower replacement completed in August 2021. Demolition of old towers underway.
5	Toyota Facility Improvements	Construction of a new consolidated Vehicle Processing and Distribution Center, hydrogen fuel-cell and generator facility, and fueling station.	MND adopted in 2018. Construction completed.
6	Pier Wind Terminal Development	Dredge and fill project to create 430 acres of new waterfront land and a transportation corridor for a terminal to accommodate the staging, integration, and foundation assembly of floating offshore wind turbines for deployment in wind areas off the coast of California.	NOP/NOI of Joint EIR/EIS with U.S. Army Corps of Engineers issued in November 2023. Preparation of Draft EIR/EIS underway.
7	Tesoro Calciner Demolition Project	Demolition of former petroleum calciner facility, including all associated aboveground structures and underground utilities.	MND adopted in 2024. Demolition activities completed in Quarter 3 2026.
8	Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project	Demolition of former gypsum manufacturing facility and associated site improvements and utilities.	MND adopted in 2026. Construction expected to begin in late 2026/early 2027.
9	Pier T Marine Terminal Redevelopment Project	Redevelopment and expansion of the existing Pier T marine terminal at Berths T-130 through T-140 at the POLB to optimize cargo-handling efficiency and capacity of the terminal and to accommodate anticipated future cargo volumes and container ship sizes.	NOP of Draft EIR/EIS issued in July 2026.

Table 4-10.
Related and Cumulative Projects

No.	Project Title/Location	Project Description	Project Status
Alameda Corridor Transportation Authority/Caltrans			
10	Schuyler Heim Bridge Replacement and SR-47 Terminal Island Expressway	Replacement of the Schuyler Heim Bridge with a fixed structure and improvement of the SR-47/Henry Ford Avenue/Alameda Street transportation corridor by constructing an elevated expressway from the Heim Bridge to SR-1 (Pacific Coast Highway).	Construction completed. Elevated expressway deferred indefinitely.
Caltrans			
11	Vincent Thomas Bridge Deck Replacement	Replacement of the Vincent Thomas Bridge deck and seismic sensors to preserve structural integrity and enhance safety.	Construction estimated to begin in late 2026.
12	SR-103 Bridge Deck Replacement	Replacement of the SR-103 overhead bridge deck at the Union Pacific rail lines near Terminal Island.	Construction estimated to begin in November 2026 and end in March 2028.
City of Long Beach Projects			
13	Century Villages at Cabrillo Specific Plan	Redevelopment of portions of the existing Century Villages at Cabrillo at 2001 River Avenue. The Specific Plan is part of a collection of planning documents that effectively guide the services, housing, amenities, and programming for the project site.	Project approved in September 2022.
14	Golden Shore Master Plan	Master Plan for new residential, office, retail, and potential hotel uses, along with associated parking and open space to be located in downtown Long Beach, near the southern terminus of I-710 and just east of the Los Angeles River where the river flows into Queensway Bay.	NOP issued in November 2008. Final EIR released in January 2010. In process for entitlement. Construction pending.
15	2010 E. Ocean Blvd. Project	Development of a four-story, 56-unit condominium complex, 40 hotel rooms, and a subterranean garage with 168 parking spaces.	Under construction.
16	Pine – Pacific, bounded by Pine and Pacific Avenues, and 3 rd and 4 th Streets	Phase 1 consists of a five-story residential project with 175 living units and 7,280 square feet of retail space. Phase 2 is slated as a 12-story mid-rise residential development with 186 units and 18,670 square feet of retail.	Under construction.
17	River Park Residential Development Project	Development of 226 detached and attached single-family units on the southern 15 acres of the 20-acre project site and 5 acres of Public Open Space on the northern portion of the site. The project would include 74 detached single-family condominium units, 99 attached townhouse units, and 53 attached condominium units. The proposed density is approximately 14.6 dwelling units/acre. The residential development would also include a clubhouse and pool and a 5-acre park.	Project approved in November 2022.

Table 4-10.
Related and Cumulative Projects

No.	Project Title/Location	Project Description	Project Status
18	Shoemaker Bridge Replacement, between Shoreline Drive and 9 th Street	Replacement of the existing Shoemaker Bridge with a new bridge over the Los Angeles River south of the existing bridge.	Project approved in August 2020.
Port of Los Angeles			
19	Berth 163-164 [Nustar-Valero] Marine Oil Terminal Wharf Improvements	Demolition of the existing 19,000-square-foot timber wharf and construction of a new, steel and concrete loading platform, access trestles, mooring and berthing structures, and necessary utilities to comply with the MOTEMS. The project also consists of a 30-year lease for the facility.	IS/MND adopted in September 2021. Construction is anticipated in 2028.
20	Navy Way Seaside Interchange	Construction of roadway improvements at SR-47/Navy Way to eliminate traffic signal and movement conflicts. The project would augment an existing partial interchange at SR-47/Seaside Avenue/Navy Way by removing the last traffic signal and at-grade intersection between I-710 and I-110, adding a new auxiliary lane and a new collector-distributor road, and implementing traffic channelization improvements.	IS/MND approved in August 2025; construction pending.
21	Cabrillo Way Marina	Development, operation, and maintenance of a marina, hotels, boater and visitor-serving club and meeting facilities, restaurants, retail buildings, and commercial areas at 2293 Miner Street. This project was evaluated in the West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina).	Final Supplemental EIR certified in December 2003. Environmental review in process.
22	Berths 191-194 (Ecocem) Low-Carbon Cement Processing Facility	Construction and operation of a dry bulk terminal for vessel unloading, raw material milling, and storage and loading onto trucks of low-carbon construction binder.	NOP released in March 2022. Draft EIR released in October 2023. Final EIR certified in March 2025.
23	SA Recycling Amendment to Permit No. 750	Amendment to Permit No. 750 to allow for an up to 10-year extension of existing operations at 901 New Dock Street, with up to 5 additional years for use of the site as a nonoperational restoration period for any necessary closure and remediation activities to restore the property.	Final Subsequent EIR approved by the Board of Harbor Commissioners in April 2024. Project is in operation.
24	Westway Decommissioning	Decommissioning of Westway Terminal along the Main Channel (Berths 70-71). Work includes decommissioning and removing 136 storage tanks with a total capacity of 593,000 barrels and remediation of the site.	Decommissioning completed in 2013. Remediation action plan under development with LARWQCB.

Table 4-10.
Related and Cumulative Projects

No.	Project Title/Location	Project Description	Project Status
25	Berths 97-109, China Shipping Development Project	Development of the China Shipping Terminal Phase I, II, and III including wharf construction, landfill and terminal construction, and backland development, including operation under a revised project to modify certain mitigation measures.	Final Supplemental EIR completed in 2019. Final Revised Supplemental EIR certified by the Board of Harbor Commissioners in November 2025. Errata approved in March 2026, along with adoption of the Finding of Fact, Statement of Overriding Considerations, and Final Revised Mitigation Monitoring and Reporting Program.
26	Wilmington Waterfront Master Plan (Avalon Boulevard Corridor Project)	Master Plan to provide waterfront access and promote development specifically along Avalon Boulevard, including a promenade, waterfront park, pedestrian bridge, location for the Wilmington Youth Sailing and Aquatic Center, public pier, and other visitor-serving uses.	Waterfront promenade completed in 2025. Construction on the Avalon Pedestrian Bridge and Promenade Gateway commenced in February 2026.
27	Berth 44 Boatyard	Redevelopment of the former San Pedro Boatworks site at 2945 Miner Street, including demolition of existing structures and buildings on-site; grading; paving; and construction of concrete pads, docks, gangways, slips, underground utilities, water treatment systems, storm drainage, fencing, lighting, and buildings for boatyard operations.	Environmental review in process. IS/NOP issued in January 2024.
28	Berths 121-131 [Yang Ming] Container Terminal Improvements	Demolition of existing wharf at Berths 126-129, construction of a new wharf, installation of up to 10 new wharf cranes, reconstruction of the shoreline, dredging and disposal of up to 310,000 cubic yards of sediments to deepen the berth, expansion of the existing on-dock railyard, and installation of electric-powered rail-mounted gantry cranes for railcar loading/unloading.	NOI/NOP released in 2014. Draft EIR/EIS released in March 2026.
29	Berths 148-151 (Phillips 66) Marine Oil Terminal Improvement	Construction of various wharf and seismic ground improvements that are required to comply with MOTEMS and a new 20-year entitlement.	IS/NOP released in March 2022. EIR in progress.
30	Terminal Island Maritime Support Facility	Development and operation of a maritime support facility on an approximately 80-acre Los Angeles Export Terminal loop site on Terminal Island.	Final EIR certified by the Board of Harbor Commissioners in May 2026.

Table 4-10.
Related and Cumulative Projects

No.	Project Title/Location	Project Description	Project Status
31	Outer Harbor Cruise Terminal and Outer Harbor Park	Construction of two new cruise terminals of up to 200,000 square feet (approximately 100,000 square feet each) and parking at Berths 45-47 and 49-50 in the Outer Harbor. The terminals would be designed to accommodate the berthing of a Freedom Class or equivalent cruise vessel (1,150 feet in length). A proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified in September 2009.	Request for Proposal for future development released in January 2023. Project is in design.
32	City Dock No. 1 Marine Research Project (AltaSea)	Development of a marine research center on 28 acres between Berths 57-72; change of the break bulk areas east of East Channel (Berths 57-72) to institutional uses.	Phase I development in progress since 2017.
33	West Harbor Modification Project (formerly San Pedro Public Market)	Redevelopment of 30 acres, formerly known as the Ports O' Call Village, with up to 300,000 square feet of visitor-serving commercial uses and up to a 75,000-square-foot conference center. This project would involve changing the industrial uses along Harbor Boulevard to commercial. This project also includes a waterfront promenade and 3 acres of open space. This project was evaluated in the San Pedro Waterfront Project EIR/EIS and subsequent Addendum. The revised project environmental analysis includes a 108,000-square-foot outdoor amphitheater, a more than 30,000-square-foot public lawn and park, a 2.5-acre entertainment venue, a 100-foot-diameter Ferris wheel with an approximately 150-foot-tall by 50-foot-wide tower attraction, and other visitor-serving commercial uses. Construction of this project would generate over 300 jobs, and operation would sustain approximately 230 permanent jobs across hospitality, retail, and entertainment. Labor would be sourced from surrounding communities when possible through partnerships with local organizations and workforce programs. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified in September 2009.	Final EIS/EIR certified in 2009, Addendum 1 in May 2016, and Addendum 2 in November 2019. IS/NOP for a Subsequent EIR was released in April 2022. Construction of the promenade, town square, floating docks, and landscape/hardscape improvements have been completed. Construction of restaurant buildings to be completed in 2025. Draft Subsequent EIR released in November 2024 for the new phases of development. Conceptual planning and design in progress by private developer. Final Subsequent EIR to the San Pedro Waterfront Project EIR for the West Harbor Modification Project (SCH No. 2005061041) certified by the Board of Harbor Commissioners on June 26, 2025. On September 10, 2025, the City Council rejected an appeal and reaffirmed the Board of Harbor Commissioners' certification.

Table 4-10.
Related and Cumulative Projects

No.	Project Title/Location	Project Description	Project Status
34	SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd. Interchange Reconfiguration	Reconfiguration of existing interchange at SR-47/Vincent Thomas Bridge and Harbor Boulevard/Front Street to improve safety and operation for vehicles exiting the highway. Improvements also include modification of the eastbound entrance ramps and modification of Harbor Boulevard and Front Street approaching and between the ramp termini.	Construction ongoing from October 2025 to March 2027.
35	Goods Movement Workforce Training Facility	Development of an approximately 20-acre site at 1400 East Anchorage Road for a goods movement workforce training facility.	Environmental review in process; NOP released in February 2024. Project is in design with construction anticipated in 2027–2029.
36	Al Larson Boat Shop Improvement	Modernization of existing boat yard and 30-year lease extension.	Final EIR certified in 2009. Project on hold.
37	Berths 302-306 (APL now known as Fenix Marine) Container Terminal	Improvement and expansion of the existing terminal, including the addition of cranes, modifications to the main gate, conversion of an existing dry container storage unit to a refrigerated unit, and expansion of the terminal onto 41 acres adjacent to the existing terminal. Revised project includes continued operations with minor modifications to the terminal and a 15-year lease extension through 2043.	Evaluated in Final EIR/EIS in 2012 and an Addendum in 2016. Expansion project on hold; revised project ongoing.
38	Berths 238-239 (PBF Energy) Marine Oil Terminal Improvement	Demolition of the existing Berth 238 loading platform, construction of a new platform and associated mooring structures at Berth 238, and installation of landside improvements.	Construction pending anticipated in 2025–2027.
39	Star-Kist Cannery Facility	Demolition of 14-acre site for future use as cargo support or container chassis storage.	MND adopted in February 2023. Construction started in Quarter 1 2026.
40	Berths 167-169 (Shell) Marine Oil Terminal Wharf Improvements	Various wharf and seismic ground improvements that are required to comply with MOTEMS, as well as other landside elements and a new 30-year lease.	Final EIR certified in 2018. Construction is anticipated to continue through 2026.
41	Avalon and Fries Street Segments Closure	Physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs, curbs and gutters, and fencing and signage.	Construction pending.
42	Berths 187-191 (Vopak) Liquid Bulk Terminal Wharf Improvements and Cement Terminal	Various wharf and improvements that are required to comply with MOTEMS, improvements to an adjacent wharf to facilitate resumption of cement terminal operations on the site, and a new 30-year entitlement.	IS/NOP issued in July 2022. EIR in preparation (not yet issued).

Table 4-10.
Related and Cumulative Projects

No.	Project Title/Location	Project Description	Project Status
43	Terminal Island Grade Separation Project	Closure of the existing tunnel/crossing and creation of a new 2,000-foot-long, four-lane, grade-separated roadway over Port of Los Angeles mainline tracks with connecting roadway approaches on both ends. Construction would include a 115-foot-span bridge, retaining walls, embankment fill, grading, paving, landscaping, and traffic signal modifications at the intersection of Ferry Street and Terminal Way.	Notice of Exemption processed in January 2024. Construction anticipated to begin in Quarter 2 2027.
U.S. Army Corps of Engineers			
44	Port of Long Beach Deep Draft Navigation and Main Channel Deepening	Dredging of up to 10 million cubic yards of material to deepen channels, basins, and standby areas to improve waterborne transportation efficiencies and navigational safety for vessel operations. A new dredge substation will be constructed to provide electricity to dredge equipment.	Final EIR certified in September 2022. Construction estimated to commence in 2028.
ICTF Joint Powers Authority			
45	Union Pacific Railroad ICTF Modernization and Expansion Project	Modernization of existing intermodal yard 4 miles from the POLB.	Draft EIR on hold.
Community of San Pedro Projects			
46	Pacific Corridors Redevelopment, San Pedro	Development of commercial/retail, manufacturing, and residential components at cross streets Gaffey and Pacific Avenue. Construction underway of four housing developments and Welcome Park.	Project underway. Estimated to be completed in 2032 according to City of Los Angeles Planning Department.
47	John S. Gibson Truck & Chassis Parking Lot Project	Development of a fully paved, striped, and fenced 393-stall container parking lot to be used for loading/unloading and parking of shipping containers on 18.66 acres at 1599 W. John S Gibson Boulevard. The project includes a total landscape planting area of 9.35 acres, including a landscaped wall area.	IS/NOP released in October 2023. Draft EIR released in November 2024.
Community of Wilmington Projects			
48	Wilmington Redevelopment Plan Amendment/Expansion	Expansion of the existing Wilmington Industrial Park (846 Watson Avenue) by an additional 2,487 acres, for a total of approximately 2,719 acres. Under the probable maximum level of development, the overall project area could support up to approximately 7,326 residential units (primarily multi-family; zone changes would permit multiuse and higher density residential development). In addition to residential development, the project could accommodate up to approximately 207 acres (9 million square feet) of commercial development and up to 333 acres (14.5 million square feet) of industrial development.	NOP for Program EIR released in August 2010. Currently on hold.

Table 4-10.
Related and Cumulative Projects

No.	Project Title/Location	Project Description	Project Status
City of Carson			
49	Carson Stormwater and Runoff Capture Project	Excavation of a 1.5-acre parcel at Sepulveda Boulevard and Figueroa Street and installation of an underground stormwater storage facility and associated infrastructure to store up to 17 acre-feet of water.	ND adopted in 2018. In operation.
50	Phillips 66 Los Angeles Carson Plant – Crude Oil Storage Capacity	Increase of crude oil storage capacity at the Los Angeles Refinery Carson Plant by installing one new 615,000-barrel crude oil storage tank with a geodesic dome, increasing the annual permit throughput limit of two existing 320,000-barrel crude oil storage tanks, and installing geodesic domes on the same two existing 320,000-barrel crude oil storage tanks. Tie-ins to the Pier T crude oil delivery pipeline from Berth 121 would be installed.	Final ND adopted in December 2014. In operation.
51	Shell Carson Facility Ethanol (E10)	Conversion of existing 69,000-barrel gasoline storage tanks to ethanol service. The EIR for this project included the following project objectives: 1) Increase the Carson Facility's ethanol storage capacity by approximately 75 percent; 2) Increase ethanol tanker-truck loading capacity by at least 75 percent; 3) Include modifications that would minimize impacts to its existing capacity to receive, store, and deliver other petroleum products at current levels; and 4) Maintain operational efficiency, safety, and flexibility.	Final EIR published in December 2012. Design completed in June 2022. In operation.
52	Diamond Gateway Project	Demolition of the Phillips 66 Los Angeles Refinery, Carson Plant, located at 1520 E. Sepulveda Boulevard, and subsequent redevelopment of the site involving the construction and operation of six industrial buildings with a combined total of approximately 3.91 million square feet of building floor area.	NOP for Draft EIR released in April 2026.

Key: Caltrans = California Department of Transportation; EIR = Environmental Impact Report; EIS = Environmental Impact Statement; I = Interstate; ICTF = Intermodal Container Transfer Facility; IS = Initial Study; LARWQCB = Los Angeles Regional Water Quality Control Board; MND = Mitigated Negative Declaration; MOTEMS = Marine Oil Terminal Engineering and Maintenance Standards; ND = Negative Declaration; NOI = Notice of Intent; NOP = Notice of Preparation; POLB = Port of Long Beach; SCH = State Clearinghouse; SR = State Route; U.S. = United States

5. MITIGATION MONITORING AND REPORTING PROGRAM

5.1 Introduction

This Mitigation Monitoring and Reporting Program (MMRP) fulfills the requirements of California PRC Section 21081.6 and CEQA Guidelines Section 15087. As stated in PRC Section 21081.6(a)(1):

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

The Port is the Lead Agency for the proposed SA Recycling Facility Demolition and Restoration Project under CEQA and, therefore, has the primary responsibility for ensuring that the proposed Project's mitigation measures are implemented. The MMRP ensures that the mitigation measures identified in the IS/MND are implemented to reduce or avoid identified environmental effects and to appropriately assign the mitigation responsibilities for implementing the proposed Project. The mitigation measures listed in the MMRP will be considered by the Port Board of Harbor Commissioners as conditions of primary Project approval.

5.2 CEQA Guidelines

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

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

Mitigation measures provided in this MMRP are identified in IS/MND Section 4, *Environmental Setting and Impacts*, as feasible and effective in mitigating proposed Project-related environmental impacts to biological resources, cultural resources, and tribal cultural resources. Based on the findings of the IS/MND, mitigation measures are not required for the following resource areas: aesthetics, agriculture and forestry resources, air quality, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire.

5.3 MMRP Approach

The MMRP is organized in a table format in Table 5-1. For each mitigation measure, the MMRP identifies the following:

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

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

Table 5-1.
Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitors(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
Biological Resources					
MM-BIO-1	Pre-Demolition Surveys for Nesting and Breeding Birds. To prevent the disturbance of active bird nests during the nesting season (approximately February 1 through August 31): - The Applicant shall retain a qualified avian biologist; and - Within seven (7) days prior to the onset of demolition activities (e.g., mobilization, staging, demolition, or heavy plant trimming) during the nesting season, the qualified avian biologist shall conduct a survey of all areas located within 500 feet of the Project site; and - The results of the survey shall be documented by the qualified avian biologist; within thirty (30) days following the onset of demolition activities, the Applicant shall submit a copy of the survey electronically via email to the POLB Director of Environmental Planning at CEQA@polb.com.	Applicant / Contractor Qualified Avian Biologist	Pre-Demolition Survey within 7 days prior to onset of demolition activities.	Submit copy of survey to POLB Director of Environmental Planning within 30 days of following start of demolition.	
MM-BIO-2	Discovery of Breeding Birds with Active Nests. If the qualified avian biologist identifies birds with active nests prior to or during demolition, the qualified avian biologist shall establish a species-appropriate buffer zone until the young have fledged the nest or the nest fails. The buffer zones would be as follows: 250 feet for passerines: perching birds such as finches, sparrows, songbirds, etc. - Up to 500 feet for raptor species: eagles, falcons, hawks, owls, etc. As determined appropriate by the qualified avian biologist, the avian biologist shall conduct monitoring of the nest to ensure the adequacy of the buffer and that Project activities do not disturb active nests. If the biologist determines that Project activities are disturbing nesting activities, the biologist shall set a larger buffer area and continue to monitor accordingly. Monitoring shall continue until the nesting cycle is complete or nesting activity ceases, whichever is earlier. The avian biologist shall document the results of the surveys, nest buffers implemented, and results of monitoring within a monitoring report. By December 1 of each year of Project activities, the Applicant shall submit a copy of the monitoring report	Applicant / Contractor Qualified Avian Biologist	Regular monitoring for breeding birds and active nests prior to or during demolition activities.	Submit monitoring reports to POLB Director of Environmental Planning within 30 days following completion of Project activities.	

Table 5-1.
Mitigation Monitoring and Reporting Program

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

Table 5-1.
Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitors(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource shall be prepared and implemented by the qualified archaeologist and submitted for review and comment to the POLB and any consulting Native American tribe pursuant to Assembly Bill 52 prior to its implementation. Within ninety (90) days of the discovery of any archaeological resource, the Applicant shall engage the qualified archaeologist to prepare a report summarizing the description of any archaeological resources unearthed, discussion of the significance evaluation and treatment of the resources, and results of the artifact processing, analysis, and research. Appropriate California Department of Parks and Recreation 523 Forms shall be appended to the report. The Applicant shall submit the report electronically via email to the POLB Director of Environmental Planning at CEQA@polb.com. The qualified archaeologist shall submit the final report to the South Central Coastal Information Center within thirty (30) days of its acceptance by the POLB Director of Environmental Planning.				
MM-CR-3	Unanticipated Discovery of Human Remains. In the event of the unanticipated discovery of human remains, contractors shall immediately cease all work activities in the area within approximately 100 feet of the discovery until the discovery can be evaluated by the Los Angeles County Coroner. The contractor(s) shall immediately notify the Applicant and the POLB Environmental Planning Division at (562) 283-7100 or CEQA@polb.com. Demolition activities shall not resume until the coroner has made their determination. If the Los Angeles County Coroner determines that the human remains are of Native American descent, the coroner must notify the NAHC within twenty-four (24) hours. The NAHC shall then identify the person(s) thought to be the most likely descendant. The most likely descendant may, with the permission of the landowner	Applicant / Contractor	During demolition activities.	Submit summary report to POLB Director of Environmental Planning within 90 days of discovery.	

Table 5-1.
Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitors(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	or Applicant, or its authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the POLB and Applicant means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The most likely descendant shall complete their inspection and make their recommendation within forty-eight (48) hours of being granted access to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the Applicant shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the POLB and Applicant have discussed and conferred, as prescribed in this mitigation measure, with the most likely descendant regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The Applicant shall discuss and confer with the most likely descendant on all reasonable options regarding their preferences for treatment. If the NAHC is unable to identify a most likely descendant, or the most likely descendant identified fails to make a recommendation, or the Applicant or POLB rejects the recommendation of the most likely descendant and the mediation provided for in Subdivision (k) of PRC Section 5097.94, if invoked, fails to provide measures acceptable to the POLB, the Applicant shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance. Within ninety (90) days of the discovery of human remains, the Applicant shall prepare a report summarizing the results of discovery, any evaluations, and the steps taken pursuant to this mitigation measure. The report shall be submitted electronically via email to the POLB Director of Environmental Planning at CEQA@polb.com.				

Table 5-1.
Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitors(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
Tribal Cultural Resources					
MM-TCR-1	Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. The project Applicant/Permittee shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh). The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. In the circumstance that a monitoring agreement between the Kizh and Applicant/Permittee is not yet executed at the time ground-disturbing activity commences, the Applicant/Permittee shall coordinate with the Kizh prior to commencement of the ground-disturbing activities to ensure that a Kizh monitor or Kizh-approved monitor is mobilized and placed at the project site while the monitoring agreement is finalized and executed. The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitoring logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the project Applicant/Permittee and Lead Agency upon written request to the Tribe.	Applicant / Permittee / Contractor / Native American Tribal Representative	Retain Native American Monitor prior to ground-disturbing activities.	Submit executed monitoring agreement to POLB Director of Environmental Planning prior to the earlier of the commencement of any ground-disturbing activity or the issuance of any permit necessary to commence a ground-disturbing activity; monitoring to occur throughout the duration of ground-disturbing activities or until a determination is made by the Kizh that no further potential for TCRs to be impacted exists.	

Table 5-1.
Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitors(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	On-site tribal monitoring shall conclude upon completion of the following (1) written confirmation to the Kizh and the Lead Agency from a designated point of contact for the project Applicant/Permittee that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; and/or (2) a determination and written notification by the Kizh to the project Applicant/Permittee and Lead Agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.				
MM-TCR-2	Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial). Upon discovery of any TCR, as defined by Public Resources Code Section 21074, within the project site, all demolition and/or construction activities within a 50-foot radius of the discovery shall immediately cease. The TCR shall be treated with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource in accordance with Public Resources Code Section 21084.3(b)(2). Construction and/or demolition activities shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Kizh deems appropriate, in the Kizh's sole discretion, and for any purpose the Kizh deems appropriate, including for educational, cultural, and/or historic purposes. The Applicant/Permittee shall notify the Lead Agency's Director of Environmental Planning of any discoveries within 24 hours of the discovery.	Applicant / Permittee / Contractor / Native American Tribal Representative	During demolition activities.	Submit meeting summary report to POLB Director of Environmental Planning within 3 days of discovery.	
MM-TCR-3	Unanticipated Discovery of Native American Human Remains and Associated Funerary or Ceremonial Objects. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource	Applicant / Permittee / Contractor / Qualified Archaeologist / Native American Tribal Representative	During demolition activities.	Submit discovery summary report to POLB Director of Environmental Planning within 3 days of discovery.	

Table 5-1.
Mitigation Monitoring and Reporting Program

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitors(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.				

Key: CEQA = California Environmental Quality Act; NAHC = Native American Heritage Commission; POLB = Port of Long Beach; PRC = Public Resources Code; TCR = tribal cultural resource

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