

City of Long Beach

Studebaker LB, LLC Tank Removal Project

*Revised Initial
Study/ Mitigated
Negative
Declaration*

MND 15-09

January 2010

**Studebaker LB, LLC
Tank Removal Project**

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Declaration**

MND 15-09

Prepared by:

City of Long Beach
Department of Development Services
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Prepared with the assistance of:

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Studebaker LB, LLC Tank Removal Project
Revised Mitigated Negative Declaration

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INITIAL STUDY

1. **Project Title:** Studebaker LB, LLC Tank Removal Project
2. **Lead agency name and address:** City of Long Beach, Department of Development Services
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802
3. **Contact person and phone number:** Craig Chalfant
(562) 570-6368
4. **Project location:** 400 North Studebaker Road, City of Long Beach, County of Los Angeles, CA
5. **Project Sponsor's name and contact information:** Studebaker LB, LLC
Tom Dean
3626 Long Beach Blvd
Long Beach, CA 90807
(562) 427-7383
6. **General Plan:** Land Use Designation No. 7 - Mixed Use
7. **Zoning:** Planned Development District 1 (PD-1), Sub-area 19
8. **Project Description:**

Studebaker LB, LLC ("Applicant") owns a 17.8-acre almost rectangular shaped parcel on the southeast corner of Loynes Drive and Studebaker Road in the City of Long Beach, California ("Property"). See Figures 1 and 2 for the project's regional location and project boundaries, respectively.

The property currently contains six aboveground storage tanks (ASTs), conveyance pipelines, and containment berms. The four large ASTs (tanks Nos. 1, 2, 3, and 4) originally stored Fuel Oil No. 6, which formerly fueled the adjacent power plant. The capacity of these tanks is between 5,888,000 gallons and 9,400,000 gallons. These four large ASTs, built between 1957 and 1962, are approximately 40 feet tall and have a diameter ranging from 160 feet to 200 feet. The two remaining smaller ASTs (cutter tanks A and B) have been used to store distilled oil and are smaller, each with a diameter of about 60 feet and a capacity of about 1,200,000 and 840,000 gallons, respectively. All tanks are of fixed cone and insulated specification. The tanks are surrounded by a berm system originally constructed to contain any tank spills.



At present, the only operating facilities on the Property are cutter tank A, an operations shed, and conveyance pipelines, all of which are maintained by Plains Petroleum. The remainder of the property lies dormant.

The applicant intends to demolish the four large ASTs (tanks Nos. 1-4), cutter tank B, and associated aboveground pipelines associated with these five tanks to grade. Cutter Tank A is still in use and will remain on the Property. No other activity or land use is proposed for this project. Any specific use proposed for the site in the future would be subject to environmental review under the California Environmental Quality Act (CEQA). Figure 3 illustrates the work to be completed, while Figure 4 illustrates the existing site conditions. The project includes the following steps for implementation:

- *Tanks #1 through #4 and cutter tank B contain asbestos insulation. The asbestos on these tanks will be abated.*
- *Fuel oil tanks #1, #2, #3 and cutter tank B are empty. Fuel oil tank #4 contains approximately 235,000 gallons of Fuel Oil No. 6. This product will be emptied and disposed of in accordance with applicable regulations as discussed in Section VII, Hazards and Hazardous Materials.*
- *Tank #4 will be cleaned prior to demolition.*
- *Tanks #1 through #4, cutter tank B, and associated aboveground piping will be demolished completely to grade.*
- *All above ground steel piping and related conduits associated with Tanks #1 through #4 and cutter tank B will also be abated and removed.*
- *The footings and concrete ring foundations will remain in place at this time.*
- *The absence of contaminants and flammables will be verified prior to the demolition of any tanks. The above grade portion of the AST's will be removed with minimal disturbance of the surrounding soil.*
- *The project as revised will be subject to the Consent Action Consent Agreement (CACA) between the Applicant and the California Department of Toxic Substances Control (DTSC) (HWCA P3-06/07-002). Any future proposed use which disturbs soil shall be required to implement the DTSC approved Resources Conservation and Recovery Act (RCRA)workplan per the CACA.*
- *The berm facing Studebaker Road shall be landscaped with drought tolerant plants, as required by City of Long Beach.*

Demolition of the five tanks would take approximately 6 weeks from start to finish. Approximately two tanks would be demolished at one time before moving on to the other tanks. The tanks would be demolished and stockpiled in bins until they are ready to be taken to a landfill. All steel, including the tank panels and other structures, would be recycled by the demolition contractor. For the entire project, hauling of the tank panels would use approximately 18 trucks for 1 to 2 days, while hauling the scrap metal would use up to 40 trucks over a 3 day period. Hauling would occur once all of the bins are loaded and would not occur during demolition of the tanks. Pickup of demolished materials would be phased during non peak hours to reduce potential impacts to traffic. Trucks would enter and exit the project site through an access gate by the intersection of Loynes Drive and Studebaker Road.



9. Surrounding land uses and settings:

The project site is adjacent to the Alamitos Generating Station to the north and east, Studebaker Road to the west, and an unnamed water channel to the south. A single family residential neighborhood is located approximately 700 feet across the Los Cerritos Channel to the west and industrial uses are located to the north and south. The Los Cerritos Wetlands is located approximately 300 feet to the southwest of the project site. Figure 5 illustrates photographs of adjacent land uses within proximity of the project site.

10. Public agencies whose approval is required:

City of Long Beach Planning Commission - Adopt Revised Mitigated Negative Declaration 15-09 (appealable to the City Council) and approve a Local Coastal Development Permit (appealable to the City Council and the Coastal Commission)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

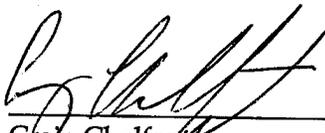
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Population & Housing
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Hydrology & Water Quality	<input type="checkbox"/> Public Services
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Land Use & Planning	<input type="checkbox"/> Recreation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Transportation & Traffic
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> National Pollution Discharge Elimination System	<input type="checkbox"/> Utilities & Service Systems
<input type="checkbox"/> Geology & Soils	<input type="checkbox"/> Noise	<input type="checkbox"/> Mandatory Findings of Significance



DETERMINATION:

On the basis of this initial evaluation:

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



Craig Chalfant
Planner

1/15/10

Date



EVALUATION OF ENVIRONMENTAL IMPACTS

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



previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) The significance criteria or threshold. If any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.



I. AESTHETICS

a. Would the project have a substantial adverse effect on a scenic vista?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is located in an industrial area adjacent to the Alamitos Generating Station on the east side of Studebaker Road near the Loynes Drive intersection. While the existing views include the Los Cerritos Channel, demolition of the existing tanks would not alter the visual character of these natural areas. See Figures 4 and 5 for site and surrounding conditions. Views would be improved by removing the 40-foot tall storage tanks and by landscaping the berm facing Studebaker Road with drought tolerant plants. Therefore, implementation of the proposed project would have a beneficial impact on scenic vistas in the area.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no State designated scenic highways located within the City. No scenic resources, trees or rock outcroppings would be damaged as a result of demolition of the existing tanks. Consequently, there would be no impact to any natural scenic resource.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The City topography is relatively flat, with scenic vistas of the ocean to the south and the Palos Verdes peninsula to the west. The nearest scenic hills are located in the City of Signal Hill, which is completely surrounded by the City of Long Beach. In addition, distant views of the San Gabriel and San Bernardino Mountains to the north as well as the Santa Ana Mountains to the east are occasionally available to the public on days of clear visibility (primarily during the winter months).



The proposed project involves the demolition of the existing storage tanks on the project site. The project does not involve the development of structures that would impede views. Moreover, views of the project site from the residential neighborhoods and Channel View Park would benefit from the removal of storage tanks that display signs of aging (see Figure 5). Therefore, the project would have no impact with respect to degradation of visual character.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no new sources of light or glare emanating from the project site. The proposed project would remove five existing storage tanks and would not involve uses that would cause a new source of light or glare. Therefore, no impact would occur.

II. AGRICULTURE 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a. Would the project 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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact



c. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

For Sections II. (a), (b) and (c) - There are no agricultural zones within the City of Long Beach, which is a fully urbanized community that has been built upon for over half a century. The proposed tank removal project would have no impact upon agricultural resources.

III. AIR QUALITY

The project site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency is required to monitor air pollutant levels to ensure that the air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the air basin is classified as being in “attainment” or “nonattainment.” The South Coast Air Basin is in nonattainment for both the federal and state standards for ozone, and nitrogen dioxide, as well as the state standard for PM₁₀. Thus, the basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the South Coast Air Basin. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The South Coast Air Basin is classified as being in “attainment” for federal and state Carbon Monoxide standards. According to the AQMP, all areas within the South Coast Air Basin have been in attainment of federal Carbon Monoxide standards since 2003 and no area exceeded state standards in 2005. The highest levels of Carbon Monoxide concentrations listed in the AQMP were 5.9 ppm, substantially lower than the California 8 Hour standard of 9.0 ppm.

The majority of pollutants found in the Los Angeles County atmosphere originate from automobile exhausts as unburned hydrocarbons, carbon monoxide, oxides of nitrogen and other materials. Of the five major pollutant types (carbon monoxide, nitrogen oxides, reactive organic gases, sulfur oxides, and particulates), only sulfur oxide emissions are produced mostly by sources other than automobile exhaust.



In the Long Beach area, predominant daily winds consist of morning onshore airflow from the southwest at a mean speed of 7.3 miles per hour and afternoon and evening offshore airflow from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing west/northwest winds carry air contaminants northward and then eastward over Whittier, Covina, Pomona and Riverside (Desert Research Center, 2009).

The SCAQMD has adopted the following thresholds for temporary construction-related pollutant emissions:

- 75 pounds per day ROC
- 100 pounds per day NO_x
- 550 pounds per day CO
- 150 pounds per day of SO_x
- 150 pounds per day of PM₁₀
- 55 pounds per day of PM_{2.5}

a. Would the project conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

According to the SCAQMD Guidelines, to be consistent with the AQMP, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's projected population growth forecast.

Implementation of the proposed project would not generate population growth, as the project does not involve residential development or development that would facilitate population growth. Therefore, the project would not contribute to an exceedance of the City's projected population growth forecast. Furthermore, the project does not conflict with the City's General Plan. As a result, no impact associated with conflicts to the adopted air quality management plan would occur.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The SCAB is in non-attainment for the federal 8-hour ozone standard, the State 1-hour ozone standard, the federal 24-hour PM₁₀ standard, and the State 24-hour and annual



PM₁₀ standards. The SCAB is designated as in attainment or unclassified for all other federal and State ambient air quality standards. The ozone precursors VOC and NO_x, in addition to fine particulate matter (PM_{2.5} and PM₁₀), are the pollutants of primary concern for projects located in the SCAQMD. Based on SCAQMD thresholds, a project would have a significant adverse impact on regional air quality if it generates emissions exceeding adopted SCAQMD thresholds. It should be noted that operational thresholds are not included since the project would only result in temporary emissions associated with demolition activities.

As indicated above, implementation of the proposed project would emit temporary emissions during demolition. The project includes demolition of five existing ASTs and associated aboveground piping. Demolition of the ASTs and piping would be completed first and materials stockpiled on the project site. Second, the materials would be loaded into trucks and taken to either the Azusa Landfill or the Puente Hills Landfill. The truck transportation phase is scheduled to occur for a total of 5 days, with 2 days for the transportation of the tank panels, and about 3 days for the scrap metal.

Temporary construction emissions were estimated using two models due to the type of project. This was necessary to calculate the truck emissions to the landfill and the emissions associated with the equipment used on the project site during demolition. The URBEMIS 2007 v.9.2.4 computer model was used to calculate the truck trips to the Azusa Landfill (which is the further of the landfills). The trip characteristics were modeled to reflect a round trip distance of 70 miles that included only heavy duty trucks. Please note, that on the URBEMIS spreadsheets (See Appendix B), that emissions are illustrated under “operational emissions.” This was the only way to model the trips as the project does not include any soil hauling on or offsite. The emissions for the equipment required during demolition were calculated using emissions factors from the SCAQMD’s OFFROAD emissions model (2008). Emissions for this revised analysis include updated emissions factors covering a conservative list of equipment from the applicant. See Appendix A for the spreadsheet. The model conservatively assumes that all equipment would operate for 8 hours per day simultaneously.

Table 1 shows the maximum daily construction emissions that would result from proposed demolition in comparison to SCAQMD construction emission thresholds. Please note that demolition and truck trips to the landfill would not occur on the same day. Therefore, each phase would be compared separately to the SCAQMD emissions thresholds.

As indicated in Table 1, emissions generated by the implementation of the proposed project would be below SCAQMD regional thresholds. Therefore, impacts would be less than significant.



Table 1
Maximum Daily Construction Emissions (pounds per day)

Emission Source	ROG	NO _x	CO	PM ₁₀	SO _x
Demolition	11.16	84.89	36.38	4.14	0.10
Truck Trips to Landfill	5.33	85.22	21.41	8.84	0.10
SCAQMD Thresholds (peak day)	75	100	550	150	150
Exceed Daily SCAQMD Thresholds?	No	No	No	No	No

Note: The demolition and truck trips occur on different days. Therefore, emissions are not added together.

Source: URBEMIS 2007 v9.2.4 (See Appendix A for model results); SCAQMD CEQA Air Quality Handbook, 1993; CARB Off-Road 2007; SCAQMD Off-road Mobile Source Emission Factors, 2008

As indicated above, emissions associated with the proposed demolition activity would not exceed SCAQMD thresholds; therefore, the project would have less than significant impacts. The project as revised does not propose disturbance of any soil, including alteration of containment berms. Regardless, demolition and associated activities would be required to comply with SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Reasonably Available Control Measures (RACM) for all fugitive dust sources, and the Air Quality Management Plan (AQMP), which identifies Best Available Control Measures (BACM) and Best Available Control Technologies (BACT) for area sources and point sources, respectively. Implementation of these requirements would further reduce the impacts associated with fugitive dust. Impacts would remain less than significant.

c. Would the project 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

- Potentially Significant Impact
 Less Than Significant with Mitigation Incorporation
 Less Than Significant Impact
 No Impact

Please see Sections III. (a) and (b) above for discussion. Impacts would be less than significant.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?



- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Certain population groups are considered particularly sensitive to air pollution. Sensitive receptors consist of land uses that are more likely to be used by these population groups. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas. The sensitive receptors nearest to the project activities are the single family residences located approximately 700 feet northwest of the project site across Los Cerritos Channel. School receptors include the Rosie the Riveter Charter School located about 900 feet north of the project site and the Kettering Elementary School located about 1,700 feet northwest of the project site across Los Cerritos Channel. As indicated above, construction emissions would not exceed SCAQMD thresholds and, therefore, would not subject sensitive receptors to significant pollutant concentrations. Additionally, it should be noted that emissions attributed to the project would likely be dispersed by the prevailing west/northwest winds that would carry pollutants in that direction away from the nearest residential receptor. Therefore, impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

e. Would the project create objectionable odors affecting a substantial number of people?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Odors associated with implementation of the proposed project would be generated by the operation of equipment in the demolition of the existing storage tanks and associated aboveground piping. Odors associated with the operation of the machinery would be similar to those of diesel machinery, which includes the smells of oil or diesel fuels. The odors would be limited to the time that construction equipment is operating. Additionally, given the prevailing west/northwest wind pattern and the distance to the nearest sensitive receptor (approximately 700 feet) odors associated with demolition would be less than significant as odors would disperse and winds would carry the odors away from the residential neighborhood.

f. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?



- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would temporarily generate emissions of greenhouse gases, primarily through demolition activities. However, the project would not create any long-term on-site stationary sources and would not establish any new growth-inducing land uses. The proposed project involves removal of five existing storage tanks and associated aboveground piping. The project's contribution to global climate change in the form of greenhouse gas emissions is therefore limited to demolition vehicle and equipment emissions. The project would not result in any new, ongoing sources of greenhouse gas emissions. Therefore, the project's contribution to cumulative impacts related to greenhouse gas emissions and global climate change would be less than significant.

g. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

See Section III. (f) above for discussion. The project would not conflict with any federal, State or local plans, policies or regulations intended to reduce greenhouse gas emissions and would have no impact with respect to greenhouse gas policies or regulations.

IV. BIOLOGICAL RESOURCES

The following discussion is based primarily on biological studies prepared for the site by LSA Associates (LSA) and Glenn Lukos Associates (GLA), which included a *Burrowing Owl Breeding Season Survey Report* and a *Jurisdictional Delineation*. Field surveys were completed in February and March of 2004 by LSA biologists. Focused Burrowing Owl reports were completed by Glenn Lukos Associates (GLA) (February 20, 2008) and LSA (February 11, 2009). LSA also completed a supplemental biological analysis on July 22, 2009. GLA composed a jurisdictional delineation letter report dated March 7, 2007. These reports were part of a previously prepared environmental impact report for a proposed Home Depot that covered the same project area as the current project site and are available for review at the Long Beach Development Services Department, at 333 West Ocean Boulevard, 5th Floor, Long Beach.

The project site is graded and heavily disturbed. The tanks are constructed on flat concrete pads with containment berms around the perimeter of each tank. The berms are constructed of soil and the surfaces are mostly covered with a surface stabilization material to maintain the structural integrity of the berms. Vegetation at the project site is primarily located on the slopes of the berms in areas where the stabilization material has cracked, thus exposing the soil below.



Some scattered vegetation is present in the flat areas surrounding the tanks. Wildlife species at the project site consist of species commonly associated with disturbed areas in the coastal zone.

There are no potential jurisdictional wetlands on the project site or other riparian habitat or sensitive plant communities. The nearby Los Cerritos Channel contains open water year-round and supports sparse, low-growing, and ruderal vegetation.

a. Would the project have a substantial adverse impact, 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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The above mentioned studies were used in this analysis to identify potential sensitive species that may be affected by the proposed tank removal project. Records searches combined with field reconnaissance and focused surveys were used to identify these resources. It should be noted that the project only includes demolition of the five existing ASTs and associated aboveground piping and does not involve grading of any containments berms. Therefore, only the weedy vegetation surrounding the ASTs would be disturbed.

The vegetation records search identified a total of nine sensitive plant species as potentially present in the project area, including two species currently listed as federal or State threatened or endangered. The two listed species are salt marsh bird's-beak (*Cordylanthus maritimus* ssp. *maritimus*) and California orcutt grass (*Orcuttia californica*), neither of which is expected to occur on site due to lack of suitable habitat. Of the nine sensitive plant species identified in the records search, only the southern tarplant (*Centromadia parryi* ssp. *australis*) has a reasonable probability of being present at the project site. One individual southern tarplant was observed on the project site on June 1, 2009 (LSA, 2009) adjacent to AST Number 4. Project activities would result in the loss of this one nonlisted individual. However, given that the location where the tarplant exists is highly disturbed and that several populations of southern tarplant occur outside the project site in the general vicinity that have a greater abundance of individuals, the loss of one individual would not constitute a significant impact.

The wildlife records search identified 17 sensitive animal species potentially present on the project site, including four species currently listed as federal or State threatened or endangered. The California brown pelican (*Pelecanus occidentalis californicus*), listed as both a State and federal endangered species, is likely to fly over the site, but not forage and was not observed on site. The California least tern (*Sterna antillarum browni*), listed as both a State and federal endangered species, historically nested in the vicinity, but was not observed onsite and is not expected to occur on the project site because of



the site's disturbed nature. The American peregrine falcon (*Falco peregrinus anatum*), listed as a State endangered species, may occasionally forage in the area, but was not observed onsite and is not expected to occur on the project site. The Belding's savannah sparrow (*Passerculus sandwichensis beldingi*), State listed as endangered, is known to nest in the nearby Los Cerritos Wetlands, but was not observed onsite and is not expected to occur in the project site because of the lack of suitable habitat. The remaining sensitive animal species identified in the records search were not observed at the project site during the field surveys (February 2004) and are not expected to occur due to the disturbed nature of the site and lack of suitable habitat.

A burrowing owl (*Athene cunicularia*) was observed at the project site during the February 2004 LSA reconnaissance-level survey. Potential burrows were observed on during this survey in the containment berms. The burrowing owl is listed as a State species of concern according to the California Department of Fish and Game (CDFG). As a result, follow-up burrowing focused surveys were completed in 2008 and in 2009. No burrowing owls or signs of occupancy were observed or detected within the project site during those surveys. Occupied burrowing owl habitat is considered lacking onsite. Thus, the burrowing owl observed in late February 2004 at the site may have been using the area as a migration stop or brief dispersal refuge. Burrowing owls are not expected to be year-round residents since neither sign nor owls were observed during the focused breeding season survey or multiple winter surveys. No other sensitive wildlife species identified in the records search were observed at the project site, nor are any expected to occur due to lack of suitable habitat. Therefore, no significant adverse impacts to wildlife species would result from implementation of the proposed project.

Based on the above, potential impacts to special-status species would be less than significant.

b. Would the project 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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is a disturbed site within an urban setting that contains ruderal vegetation. The project site does not include any riparian or sensitive natural communities. The closest riparian habitat is located within the Los Cerritos Wetlands. See Section IV.(c), below for further discussion. No impact to riparian or sensitive natural communities would occur with implementation of the proposed project.



- c. **Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is in an area that was historically a part of the San Gabriel River Estuary. However, the San Gabriel River was channelized in 1931, which resulted in the filling of lands surrounding the river. The area has been used for oil production since the mid 1940s. A jurisdictional delineation of the project site was conducted by GLA in 2007. The delineation concluded that the project area does not have any federally protected wetlands according to regulations pursuant to the United States Army Corps of Engineer (Corps) Section 404, the CDFG Section 1602, and the California Coastal Act. The nearest wetland is the Los Cerritos Wetlands, located approximately 300 feet to the southwest of the project site. The proposed project does not involve any activities that would result in the direct removal, filling, hydrological interruption of any wetland as project activities would be confined within the project boundaries. Therefore, no impact would occur.

- d. **Would the project 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?**

Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site potentially allows for wildlife movement to a limited extent due to its proximity to the Los Cerritos Wetlands. The site may be used as a migration stop or brief dispersal refuge for migrating birds along the coastline. However, because the site is disturbed, located within an urban setting, and separated from the Los Cerritos Wetlands by roadways, it is not considered an integral component of any wildlife movement corridors in the area. Therefore, potential impacts to wildlife movement would be less than significant.

- e. **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**



- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The proposed project would not conflict with any local policies or ordinances protecting biological resources. The City of Long Beach has a tree ordinance that applies to City owned trees. A ministerial permit would be required if the project would require removal of trees from City-owned property. However, no City-owned trees would be removed as part of the project. Therefore, no impact would occur.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is not within the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

V. CULTURAL RESOURCES

Evidence indicates that primitive peoples inhabited portions of the City as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient peoples were destroyed during the first century of the City's development. The remaining archaeological sites are located predominantly in the southeast sector of the City.

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no designated historic buildings on the project site and the project is not located in a historic district. Project implementation would have no impact on any historic resources in the City.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?



- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

No archaeological resources are known to be present on or around the project site. The probability that project implementation could affect any archaeological deposits is considered to be low, given that the project site has been previously developed and the project does not include any subsurface disturbance activities. Although unlikely, if any previously undiscovered cultural materials are encountered during demolition activities, all demolition work would be required under State law to stop until a qualified archaeologist can evaluate the nature and significance of any such find (see discussion under Section V. (d), for further discussion). Impacts related to archaeological resources would be less than significant.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The proposed project does not involve any significant subsurface excavation that could affect native soils containing fossils. Additionally, the project site does not contain unique geologic features. Impacts to paleontological resources or unique geological features are therefore not anticipated. No impact would occur.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Due to past ground disturbance and the fully urbanized character of the surrounding area, no conditions exist that suggest human remains are likely to found on the project site. It is not anticipated that project implementation would disturb any human remains as the project does not propose any subsurface excavation. If human remains are found, such remains would be subject to the provisions of California Public Resources Health and Safety Code Section 7050.5-7055. As required by State law, the requirements and procedures set forth in Sections 5097.98 and 5097.99 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the California Native American Heritage Commission (NAHC) and consultation with the individual(s) identified by the NAHC as the "most likely descendent." Although



unlikely, if human remains are found during demolition activities, work must stop in the vicinity of the find as well as any area that is reasonably suspected until the County Coroner has been called out and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, would reduce impacts to a less than significant level.

Although impacts would not be significant, the project would be required to comply with the above mentioned state regulations pertaining to cultural resources during grading. Compliance with these regulations would reduce potential impacts to a less than significant level. Therefore, mitigation is not required.

VI. GEOLOGY AND SOILS

a. Would the project expose people or structures to 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.**

Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Per Plate 2 of the Seismic Safety Element of the General Plan, the most significant fault system in the City is the Newport-Inglewood fault zone. This fault zone runs in a northwest to southeast angle across the southern half of the City. A portion of the Newport-Inglewood Fault Zone is located within one mile of the project site. However, project implementation would not expose people or structures to potentially substantial adverse effects involving fault rupture since the project does not involve the use or construction of any buildings. Moreover, the demolition does not include subsurface excavation that would aggravate the Fault Zone. Impacts associated with project demolition activities would be less than significant.

- ii. **Strong seismic ground shaking?**

Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact



The Newport-Inglewood fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the City. However, numerous variables determine the level of damage to a specific location. Given these variables, it is not possible to determine the level of damage that may occur on the site during a seismic event. Nevertheless, the project would not increase the likelihood of an earthquake or increase the severity of earthquake induced seismic ground shaking. The project would not involve the use or construction of any buildings and therefore project impacts would be less than significant. Please see Section VI. (a)(i) above for further discussion.

iii. Seismic-related ground failure, including liquefaction?

- | | | | |
|---|--|--|------------------------------------|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input checked="" type="checkbox"/> Less Than Significant Impact | <input type="checkbox"/> No Impact |
|---|--|--|------------------------------------|

The project site is located within an area of Long Beach where liquefiable materials are mapped and/or where liquefaction has occurred in the past. However, the proposed removal of ASTs would not expose people or structures to potentially substantial adverse effects involving seismic-related ground failure since the project does not involve the use or construction of any buildings. Impacts would be less than significant.

iv. Landslides?

- | | | | |
|---|--|--|------------------------------------|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input checked="" type="checkbox"/> Less Than Significant Impact | <input type="checkbox"/> No Impact |
|---|--|--|------------------------------------|

Per the Seismic Safety Element, the City is relatively flat and characterized by slopes that are not high (less than 50 feet) or steep (generally sloping flatter than 1-1/2:1, horizontal to vertical). The State Seismic Hazard Zone map of the Long Beach Quadrangle indicates that the lack of steep terrain (except for a few slopes on Signal Hill and Reservoir Hill) results in only about 0.1% chance of the City lying within the earthquake-induced landslide zone for this quadrangle. The project site is flat and project implementation does not involve the construction of any new facilities. Landslide impacts would be less than significant.

b. Would the project result in substantial soil erosion or the loss of topsoil?



- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There is potential for soil erosion to occur at the site during tank demolition. However, the potential soil loss is minimal as the project does not involve subsurface disturbance. Demolition activities would be required to adhere to Section 18.95.050 of the Long Beach Municipal Code, which identifies standard construction measures regarding erosion control, including Best Management Practices (BMPs), to minimize runoff and erosion impacts from project activities. Examples of required BMPs include sediment traps, stockpile management, and material delivery and storage. Project impacts would therefore be less than significant.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VI. (b) above for discussion. Per the Long Beach General Plan Seismic Safety Element, the project site is not located in an area of slope instability. Soil instability from project implementation would not be a significant consideration since the project consists of removal of existing tanks and no structures would be constructed for human occupancy. Impacts would be less than significant.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Per the City's Seismic Safety Element, the City is divided into four predominant soil profiles, designated as Profiles A through D. The project site is located in Profile B, which is composed of sandy and clayey alluvial materials composed of interlayered lenses of cohesionless and cohesive material overlying the shallow Gaspar or Recent aquifers. The near surface soils are characterized as consisting of alternating layers of cohesionless and cohesive soils. The cohesionless soils consist generally of silty sand and sandy silt and are typically loose to medium dense. The cohesive soil layers are generally clayey silts and silty clays of soft to stiff consistency. These types of soils are



not expansive. Moreover, project implementation does not involve the construction of any structures that would be subject to expansive soil hazards. No impact would occur.

e. Would the project 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 wastewater?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The entire City is served by an existing sewer system and therefore no need exists for septic tanks or any other alternative waste water disposal systems as the project only includes removal of five existing ASTs. No impact would occur.

VII. HAZARDS AND HAZARDOUS MATERIALS

This analysis was based on information contained within a *Phase I Environmental Site Assessment with Preliminary Methane Soil Gas and Air Sampling* report prepared by Mission Geosciences, Inc. (2005) in addition to demolition and asbestos abatement work plans prepared by Miller Environmental, Inc (2009) approved by the Department of Toxic Substances Control (DTSC). Additionally, a *RCRA Investigation Work Plan* for the project completed by Environ was used in the analysis (2007). These documents are available for review at the Long Beach Development Services Department counter at 333 West Ocean Boulevard, Long Beach.

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The proposed project involves the removal of five existing ASTs and associated aboveground piping. Although it has been determined that hazardous materials are present on the project site, the project involves temporary demolition and abatement of the existing identified structures and would not involve the routine transport, use, or disposal of hazardous materials. See Section VII.(b), below, for further discussion. Therefore, impacts would be less than significant.

b. Would the project 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?



- | | | | |
|---|--|--|------------------------------------|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input checked="" type="checkbox"/> Less Than Significant Impact | <input type="checkbox"/> No Impact |
|---|--|--|------------------------------------|

The proposed project involves the removal of five existing ASTs and associated aboveground piping. As indicated above in the Project Description, Tank Nos. 1-3 and Cutter Tank B are currently empty, while Tank No. 4 contains approximately 30 inches of water and oil that was transferred from Tank Nos. 1-3. Further, the ASTs have been found to include asbestos (Mission, 2005; Miller Environmental, 2009). A Phase I Environmental Site Assessment (ESA) prepared by Mission Geoscience, Inc. (2005) indicated that shallow soils beneath the on-site ASTs have been contaminated by petroleum hydrocarbons (No. 6 fuel oil). Additionally, arsenic has been reported to have contaminated shallow soils around Tank Nos. 1, 2, and 4.

Improper handling and removal of the ASTs and their contents could cause potential impacts to the onsite and offsite environment through the accident release of hydrocarbons. Hydrocarbon releases could potentially occur at Tank No. 4, which currently contains a mixture of oil and water or during an accident demolition accident to the Plains Petroleum Cutter Tank No. 1 and existing pipelines. However, removal of the ASTs is regulated by the Long Beach/Signal Hills Certified Unified Program Agency (CUPA). This CUPA was created through a Joint Power Agreement executed by the Cities of Long Beach and Signal Hill on December 21, 1995, and certified by the Secretary of the California Environmental Protection Agency. The CUPA combines the Long Beach Fire Department (LBFD) and the Long Beach Health Department (LBHD) to regulate hazardous materials management. The CUPA program oversees hazardous waste business inspection, AST installation and removal, hazardous material site remediation, and AST spill prevention through plan review and operation inspections. Specifically, the LBFD is the oversight agency for removal of the ASTs and associated aboveground piping. Responsibilities of the LBFD include approval of the Demolition and Asbestos Abatement work plans for the proposed project and any needed consultation with the DTSC. In addition to the LBFD, the SCAQMD is an enforcement agency for the abatement of asbestos containing materials, which includes requirements on the transport and demolition of these materials. The SCAQMD regulates asbestos under their Rule known as Rule 1403. This regulation dictates how demolition, renovation and asbestos removal projects are to be properly and legally conducted. Required SCAQMD notification and fee documentation is contained in the Asbestos Abatement Workplan for the proposed project. Compliance with the CUPA's, LBFD's, and SCAQMD's requirements during tank removal would reduce potential impacts to a less than significant level.

As indicated above, shallow soils have been contaminated by petroleum hydrocarbons and arsenic around the ASTs. No ground disturbance is proposed during tank removal. However, in the event that redevelopment involving ground disturbance is proposed in the future, then the DTSC approved RCRA Facility Investigation Workplan (2007) shall be implemented immediately per the Corrective Actions Consent Agreement (CACA)



the applicant entered into with the DTSC (HWCA P3-06/07-002). The CACA sets up the requirements of the applicant to implement the DTSC's work plans and regulations, which include the approved RCRA Facility Investigation Work Plan. This work plan includes soil sampling to be completed after demolition and prior to any grading activities. Soil samples shall initially be analyzed for TPH-cc, VOCs, and CCR Title 22 metals. In the event that remediation is necessary, the DTSC will determine what remediation is required of the property owner. Compliance with the regulations identified by the DTSC would address potential impacts from soil disturbance or grading, if such were to occur in the future.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter-mile of an existing or proposed school?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The nearest existing school is the Long Beach Unified School District (LBUSD) Rosie the Riveter Charter School, located adjacent to the Alamitos Generating Station approximately 0.2 miles north of the project site. An additional school, the Kettering Elementary School, is located about 0.3 miles northwest of the project site across Los Cerritos Channel. As discussed above, project activities have the potential to emit hazardous materials if such materials are handled improperly. However, compliance with CUPA and LBFD regulations during project activities would reduce potential impacts to a less than significant level. Although impacts would be less than significant, the following mitigation measure would further reduce impacts.

Mitigation Measure

Although impacts would be less than significant, the measure below is recommended to further reduce the potential for impacts.

HAZ-1 The applicant shall notify the LBUSD, the Rosie the Riveter School, and Kettering Elementary School of demolition activities in writing at least 7 days prior to commencement of demolition.

d. Would the project 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?



- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site has been determined to be a hazardous materials site by the DTSC. As discussed above, the owner of the project site and the DTSC have entered into a CACA to remediate hazardous material spills. However, the proposed project involves the removal of five of the existing ASTs and associated aboveground piping in accordance with work plans required by the agreement and would not involve disturbance of any soil. Compliance with the requirements set forth by the DTSC and the CUPA would reduce the potential for hazards to the public or environment to occur. Therefore, impacts would be less than significant. See Section VII.(b) above for additional discussion about project activities.

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 for people residing or working in the project area?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is located more than five miles southeast of the Long Beach Airport. Removal of five storage tanks would not impact airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. No impact would occur.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no private airstrips located within two miles of the site. No impact would occur.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?



- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

As indicated in the project description, trucks would enter and exit the project site through an access gate by the intersection of Loynes Drive/Studebaker Road. Truck trip generation would occur over a five-day period on existing roadways. The proposed project does not involve the development of any structures or alter any travel routes that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

h. Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The City is a highly urbanized community and there are no wild lands in the project site vicinity. There would be no risk of exposing people or structures to a significant risk of loss, injury or death involving wild land fires. No impact would occur.

VIII. HYDROLOGY AND WATER QUALITY

The Federal Emergency Management Agency (FEMA) produces a series of Flood Insurance Rate Maps (FIRMs) designating potential flood zones (based on the projected inundation limits for breach of the Hansen Dam and that of the Whittier Narrows Dam, as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers) which was adopted in July 1998.

a. Would the project violate any water quality standards or waste discharge requirements?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is located adjacent to an unnamed arm of the Los Cerritos Channel, which provides water intake for the AES generating station to the north and south. As a result, temporary demolition could have the potential to degrade water quality due to the presence of contaminants located within the soils. However, on-site activities would be required to comply with the requirements of the Long Beach Municipal Code Chapter



18.95, *NPDES and SUSMP Regulations*. Specifically, proposed demolition activities would be required to comply with Municipal Code Section 18.95.050, which requires construction plans to include construction and erosion and sediment control best management practices (BMPs). Examples of required BMPs include sediment traps, stockpile management, and material delivery and storage. Further, due to the project site's size (17 acres), the applicant would be required to complete and submit a Stormwater Pollution and Prevention Plan (SWPPP) to both the Regional Water Quality Control Board (RWQCB) and the City of Long Beach in addition a Notice of Intent (NOI) to comply with the state construction activity storm water permit. Compliance with these requirements would reduce potential impacts associated with water quality during implementation of the proposed project to less than significant. The project does not involve any actions beyond demolition that would adversely affect water quality.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The proposed project involves the removal of five ASTs and associated aboveground piping. This activity would not directly affect groundwater, nor would it increase demand for water or increase impervious surface area. As such, it would have no impact with respect to recharge potential.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project involves the demolition of five existing ASTs and associated aboveground piping. Although the project site is located adjacent to an arm of the Los Cerritos Channel, project activities would not increase impervious surfaces on the project site. To the contrary, removal of the existing tanks would incrementally increase onsite pervious surface area. See discussion under Section VIII.(a), above, for further discussion. Therefore, the project would not affect surface runoff levels or direction, nor would they increase the potential for flooding or erosion. Impacts would be less than significant.



d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VIII. (c) above for discussion. Impacts would be less than significant.

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VIII. (a) above for discussion. Impacts would be less than significant.

f. Would the project otherwise substantially degrade water quality?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VIII. (a) above for discussion.

g. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map (FIRM) or other flood hazard delineation map?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is located in Zone X of the FEMA FIRM (Map # 06037C198F; 9/28/08). Zone X is characterized as having a 0.2% chance for an annual flood. The proposed tank removal would not increase exposure of people, housing, or other property to risks



associated with flooding within a 100-year flood hazard area. Thus, no impact would occur.

h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VIII. (g) above for discussion. No impact would occur.

i. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The proposed project is not subject to flooding due to dam or levee failure. The proposed tank removal project would not increase exposure to risks associated with dam or levee failure. No impact would occur.

j. Would the project result in inundation by seiche, tsunami or mudflow?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

A tsunami is a series of traveling ocean waves of extremely long length generated primarily by vertical movement on a fault (earthquake) occurring along the ocean floor. As a tsunami reaches the shallow waters of the coast, the waves slow down and the water can pile up into a wall 30 feet or more in height. The effect can be amplified where a bay, harbor or lagoon funnels the wave as it moves inland. Large tsunamis have been known to rise over 100 feet. Even a tsunami one to three feet in height can be destructive, resulting in deaths and injuries, especially within port and harbor facilities.

The project site is located adjacent to a designated tsunami hazard area. Additionally, the site could be vulnerable to impacts from a seiche due to its proximity to harbor inland waterways. Based on the historic record, the probability of a tsunami or seiche is low (City of Long Beach, *Natural Hazards Mitigation Plan*, 2004). Nevertheless, the project site is potentially subject to hazards associated with both tsunamis and seiches.



However, the proposed tank removal would not increase the severity of such risks as it would not add people or activities to the existing facility. No impact would occur.

IX. LAND USE AND PLANNING

a. Would the project physically divide an established community?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The proposed tank removal project would not physically divide or in any way affect an established community. No changes to land use designations would occur from project implementation. No impact would occur.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is located in the South East Area Development and Improvement Plan (SEADIP) Community Plan area of the Local Coastal Plan (LCP). The LCP is an element of the City's General Plan. SEADIP is also designated as Planned Development (PD)-1, which is the zoning district for this area. The project site is located in Subarea 19 of the PD-1 zoning district. The project is located within General Plan Land Use Designation (LUD) No. 7 (Mixed Use). No changes to the General Plan land use or zoning designations are proposed. The project site is not located in any historic district and there are no historic buildings on the project site. The project site is located in the Coastal Zone. The project would not conflict with any applicable land use plans. All demolition activities would not conflict with the LCP, as the project does not propose any structures or any change in land use. However, the project would require a Local Coastal Development Permit for demolition of structures within the coastal zone. The permit can be granted by the Long Beach Planning Commission, but is appealable to both the Long Beach City Council and the Coastal Commission. No impact would occur.

c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?



- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site is an urbanized environment characterized by infill industrial development. No habitat conservation plan or natural communities conservation plan would be affected by project implementation. See Section IV.(e) for further discussion. Therefore, no impact would occur.

X. MINERAL RESOURCES

Historically, the primary mineral resources within the City of Long Beach have been oil and natural gas. However, oil and gas extraction operations have diminished over the last century as the resource has become depleted. Today, extraction operations continue but on a reduced scale compared to past levels.

a. Would the project 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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project site and surrounding properties are part of an urbanized area with only one known area where mineral resources of value or mineral extraction operations occur (i.e., land located south of the project site, approximately 0.5 miles away, which includes small scale oil extraction). However, no mineral resource activities would be altered or displaced by the proposed project. Therefore, no impact would occur.

b. Would the project 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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section X. (a) above for discussion. The project site is not located in a mineral extraction operations area. The project does not involve a mineral resource recovery site; therefore, no impact would occur.



XI. NOISE

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA).

Some land uses are considered more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are more sensitive to noise than are commercial and industrial land uses.

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA Community Noise Equivalent Level (CNEL) for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City of Long Beach has adopted a Noise Ordinance (Long Beach Municipal Code Chapter 8.80) that sets exterior and interior noise standards.

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The proposed AST and associated aboveground piping removal activities would generate temporary noise levels that could be audible to sensitive receptors near the project site for approximately six weeks. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. Nearby noise-sensitive land uses include residential units located about 700 feet to the northwest of the project site. Additional sensitive receptors are the Rosie the Riveter Charter School located approximately 900 feet north of the project site adjacent the Alamitos Generating Station and the Kettering Elementary School located about 1,700 feet northwest of the project site across Los Cerritos Channel. During the truck haul trips, trucks will enter and exit the project site through an access gate by the intersection of Loynes Drive and Studebaker Road.

The Long Beach City Noise Ordinance (Long Beach Municipal Code Section 8.80) prohibits any “unnecessary, excessive, and annoying” noise in the City. This Ordinance applies to all noise sources located on private property and identifies specific noise districts and allowable noise volumes. Based on the Long Beach Noise District Map, the project site and the nearby school are located in Noise District 4, which is predominantly



industrial with other land uses included. Land uses to the west of the project site across Studebaker Road are located within Noise District 1, which includes residential uses. Additionally, the Noise Ordinance specifies interior noise standards that are established to protect interior living and working spaces from excessive noise which would apply to the nearby residential units in Noise District One. Both exterior and interior noise standards are identified in Table 2.

**Table 2
 Exterior and Interior Noise Standards**

Noise District or Land Use	Time Interval	Allowable Noise Level
Exterior District Four	Any time	60 dBA
Exterior District One	10 PM to 7 AM 7 AM to 10 PM	45 dBA Leq 50 dBA Leq
Interior Residential	10 PM to 7 AM 7 AM to 10 PM	35 dBA 45 dBA

Source: City of Long Beach Municipal Code § 8.80

Table 3 shows typical noise levels associated with equipment used for the proposed AST and associated aboveground piping demolition activities. Noise levels associated with these activities would temporarily affect the identified sensitive receptors near the project site. Noise from point sources generally decrease by about 6 dB per doubling of distance for point source emitters. Table 3 illustrates the noise levels that would occur with implementation of the proposed project at the nearby sensitive receptors. As indicated, the maximum noise level during demolition activities at the exterior of the residences and school would be about 65 dBA Leq and 82 dBA Leq, respectively. Due to the presence of existing nearby noise sources, such as electric generating power plants and traffic on Studebaker Road and Loynes Drive, existing ambient noise levels would be similar to those experienced by receptors during demolition of the tanks. However, during the truck hauling phase, about 18 trucks would transport paneling for up to 2 days and 40 trucks hauling scrap metal per day for three days may pass by the Rosie the Riveter school, which is located approximately 100 feet from the centerline of Studebaker Road. Truck trips would occur intermittently to reduce truck stacking. Given an 8-hour work day, this is approximately 5 trucks per hour traveling past the school. Though individual trucks may be audible when they pass the school, such events would last for only a few seconds and would make up a small fraction of overall traffic along Studebaker Road. Therefore, these periodic events would not substantially alter noise conditions along Studebaker Road. It should also be noted that the nearby Rosie the Riveter school is a charter school which provides instruction on power tools and would be less noise sensitive than other school uses. Noise levels experienced at the Kettering Elementary School would be lower than those experienced at the Rosie the Riveter school due to the increased distance from the project site and the AES generating station.



Pursuant to Section 8.80.202 of the City of the Long Beach Municipal Code, noise associated with construction activities is prohibited from exceeding the allowable exterior noise level for any zone during specific hours when noise-sensitive land uses are most sensitive to noise, as follows:

- *Weekdays (including federal holidays): 7:00 PM to 7:00 AM*
- *Saturdays: 7:00 PM Fridays to 9:00 AM Saturdays, and after 6:00 PM Saturdays*
- *Sundays: Any time on Sundays*

**Table 3
 Typical Noise Levels for Demolition Activities**

Equipment	Leq at 50 Feet	Leq at Residences	Leq at School (Rosie the Riveter)
Boom lift/truck crane	88	65	63
Excavator/dozer	87	64	62
Pneumatic tools	85	62	60
Trucks	88	65	82

Source: Bolt, Beranek, and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the US Environmental Protection Agency, 1971.

Noise impacts would be temporary (lasting approximately six weeks) and demolition contractors would be required to comply with Municipal Code requirements restricting hours of excessive noise generation. Therefore, impacts related to project implementation would be less than significant.

b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

- Potentially Significant Impact
 Less Than Significant with Mitigation Incorporation
 Less Than Significant Impact
 No Impact

Activities that result in the generation of groundbourne vibrations are typically associated with construction activities such as blasting, grading or pile driving. The proposed tank removal project does not include any of these activities. Demolition activities such as tank removal typically do not result in the generation of groundbourne vibration. Therefore, impacts related to groundbourne vibration would be less than significant.



c. Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The removal of five existing ASTs and associated aboveground piping would be a temporary noise source (approximately six weeks). No actions beyond removal of the ASTs and piping are proposed. As discussed in the project description, any future proposals on the project site would be required to undergo independent environmental review under CEQA. Therefore, since the project would not result in operational noise, no impact would occur.

d. Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XI. (a) for discussion. Impacts would be less than significant.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project involves the removal of five existing ASTs and associated aboveground piping and would not expose people to noise associated with air traffic. The project site is located more than five miles southeast of the Long Beach Airport. No residences or development that would increase population near airports are proposed. Therefore, no impact associated with airport noise conflicts would occur.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area excessive noise levels?



- | | | | |
|---|--|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input type="checkbox"/> Less Than Significant Impact | <input checked="" type="checkbox"/> No Impact |
|---|--|---|---|

Please see Section XI. (e) for discussion. No impact would occur.

XII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County. At the time of the 2000 Census, Long Beach had a population of 461,522, which was a 7.5% increase from the 1990 Census. The 2000 Census reported a total of 163,088 households in Long Beach, with an average household size of 2.8 persons and a Citywide vacancy rate of 6.32%. As of January 1, 2009, the City of Long Beach has an estimated population of 492,682 (State of California, Department of Finance E-1 Report).

According to SCAG projections, City population growth is expected to be 6% during 2005 to 2015 and increase another three percent during 2015 to 2020, for an annual growth rate of less than 1% per year over the next two decades. Long Beach is expected to increase in population to approximately 503,450 by the year 2010 and exceed 533,000 by 2020. Based on SCAG projections of approximately 503,450 persons in Long Beach by the year 2010, this would represent 179,804 households (assuming the 2.8 household size remains constant), an increase of 16,716 households from 2000 to 2010.

a. Would the project induce substantial population growth in an area, either directly or indirectly?

- | | | | |
|---|--|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input type="checkbox"/> Less Than Significant Impact | <input checked="" type="checkbox"/> No Impact |
|---|--|---|---|

The project would not directly or indirectly induce population growth in the project vicinity. The project would not create any new housing units or employment generating land uses. Therefore, no impact would occur.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- | | | | |
|---|--|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input type="checkbox"/> Less Than Significant Impact | <input checked="" type="checkbox"/> No Impact |
|---|--|---|---|



There are no housing units on the project site or people residing on the project site in any form of temporary housing. Therefore, the project would not displace any existing housing units or people. No impact would occur.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XII. (b) above for discussion. No impact would occur.

XIII. PUBLIC SERVICES

Fire protection is provided by the Long Beach Fire Department (LBFD). The LBFD is divided into bureaus of Fire Prevention, Fire Suppression, the Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls from the community. The LBFD is also part member agency of the Long Beach/Signal Hill CUPA, which oversees AST removal. The LBFD would be required to sign off on project activities prior to implementation of the project.

Police protection is provided by the Long Beach Police Department (LBPD). The LBPD is divided into bureaus of Administration, Investigation, and Patrol. The City is divided into four Patrol Divisions: East, West, North and South.

The City of Long Beach is served by the Long Beach Unified School District (LBUSD), which also serves the City of Signal Hill, Catalina Island and a large portion of the City of Lakewood. This LBUSD has been operating at or over capacity during the past decade.

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

a. Fire protection?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project does not include any new buildings or structures, as the work scope involves removal of five ASTs and associated aboveground piping. Therefore, the project would not affect existing fire service ratios and response times or increase the demand for fire



protection services. It should be noted that no land uses that would require additional fire suppression services are proposed. Additionally, the submitted Demolition Workplan is to be reviewed and approved by the LBFD to ensure that fire safety regulations are met, achieving a safe work environment. Therefore, no impact would occur with implementation of the proposed project.

b. Police protection?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would not affect existing police service ratios or response times, and would not increase the demand for additional police protection services.

The project does not include any new buildings or structures, as the work scope involves removal of five ASTs and associated aboveground piping. Therefore, no impact would occur with implementation of the proposed project.

c. Schools?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The nearest school is the LBUSD Rosie the Riveter Charter School, located approximately 900 feet north of the project site adjacent the Alamitos Generating Station. As identified in Section XI.(a), noise impacts to this school would be less than significant. Additionally, the project does not involve any housing units or employment generating land uses and therefore would not create the demand for any new school facilities. Therefore, no impact would occur.

d. Parks?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project does not involve new housing units or construction of new parks or recreational facilities. Therefore, the project would not create any new demands for parks or recreational facilities. No impact would occur.



e. Other public facilities?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

No other impacts have been identified that would require the provision of new or physically altered governmental facilities. Due to the nature and scope of the proposed tank removal, project implementation would not increase the demand for any other public facilities (e.g., libraries) or create the need for alteration or construction of any governmental buildings. No impact would occur.

XIV. 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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XIII. (d) above for discussion. The project does not involve new housing units or construction of new parks or any other type of recreational facilities. The project would not create any new demands for parks or recreational facilities; therefore, no impact would occur.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XIV. (a) above for discussion. The project site is not a recreational facility and the project would not facilitate growth that would require expansion of a recreational facility. No impact would occur.



XV. TRANSPORTATION/TRAFFIC

a. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

- | | | | |
|---|--|--|------------------------------------|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input checked="" type="checkbox"/> Less Than Significant Impact | <input type="checkbox"/> No Impact |
|---|--|--|------------------------------------|

The project involves the removal of five existing ASTs and associated aboveground piping. No activity is proposed beyond the demolition phase. Removal of the tanks would generate temporary truck trips to take the tank material to area landfills. Demolition debris would be stockpiled until it is ready to be taken to the landfill. It is estimated that approximately 18 truck trips would be required to transit all of the tank paneling over a 1- to 2-day period. The second phase would involve taking all of the scrap metal to the landfill. This period would require up to 40 trucks per day for about 3 days for an average of about five trucks per hour over the 3-day period. Trucks would enter and exit the project site through an access gate by the intersection at Loynes Drive/Studebaker Road. Pickup of demolished materials would be phased during non peak hours to reduce potential impacts to traffic. Due to the limited number of truck trips and strategies in place to reduce congestion during peak hour traffic times, temporary impacts would be less than significant.

b. Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

- | | | | |
|---|--|--|------------------------------------|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input checked="" type="checkbox"/> Less Than Significant Impact | <input type="checkbox"/> No Impact |
|---|--|--|------------------------------------|

Please see Section XV. (a) for discussion. Impacts would be less than significant.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- | | | | |
|---|--|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input type="checkbox"/> Less Than Significant Impact | <input checked="" type="checkbox"/> No Impact |
|---|--|---|---|



The Long Beach Airport is located within the City just north of the 405 freeway between Cherry Avenue and Lakewood Boulevard. The project site is located more than five miles southeast of this Airport. The project would not affect airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. No impact would occur.

d. Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The trucks entering/existing the project site would gain access from the project site gate by the intersection of Loynes Drive/Studebaker Road. This gate would allow trucks sufficient access to the site. The project would not alter the design features of any streets or alleys and would not introduce or encourage any incompatible land uses in the project vicinity. Furthermore, the truck hauling schedule will be phased so as to not result in truck stacking that would result in traffic impacts. Therefore, impacts would be less than significant.

Mitigation Measure

Although impacts would be less than significant, the mitigation measure below is recommended to further reduce impacts.

T-1 The applicant shall implement traffic safety measures during truck hauling so as to reduce potential impacts to other vehicles traveling on Studebaker Road. Standard measures, including, but not limited to flag men, warning signs, and phased truck scheduling outside of peak traffic hours shall be implemented to the satisfaction of the City of Long Beach.

e. Would the project result in inadequate emergency access?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would be accessible from the main gate at the Alamitos Generating Station. Further, the project would not alter any land uses, transportation patterns, or emergency access routes. No further environmental analysis is required.

f. Would the project result in inadequate parking capacity?



- | | | | |
|---|--|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input type="checkbox"/> Less Than Significant Impact | <input checked="" type="checkbox"/> No Impact |
|---|--|---|---|

The proposed project involves the removal of five ASTs and associated aboveground piping. No activities are proposed beyond the demolition phase. As such, the project does not involve any land uses that would require parking spaces. Therefore, no impact would occur with respect to parking capacity.

g. Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

- | | | | |
|---|--|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input type="checkbox"/> Less Than Significant Impact | <input checked="" type="checkbox"/> No Impact |
|---|--|---|---|

The project would not set forth or affect any proposals or projects that would conflict with any adopted alternative transportation policies. No impact would occur.

XVI. UTILITIES AND SERVICE SYSTEMS

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- | | | | |
|---|--|--|------------------------------------|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input checked="" type="checkbox"/> Less Than Significant Impact | <input type="checkbox"/> No Impact |
|---|--|--|------------------------------------|

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- | | | | |
|---|--|--|------------------------------------|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input checked="" type="checkbox"/> Less Than Significant Impact | <input type="checkbox"/> No Impact |
|---|--|--|------------------------------------|

c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?



- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

d. Would the project have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

For Sections XVI. (a) through (e) – The project involves the removal of five ASTs and associated aboveground piping. By their nature, these activities would not create demands for utilities or place an undue burden on any utility or service system. The City of Long Beach is an urbanized setting with all utilities and services fully in place. Therefore, less than significant impacts would occur.

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Demolition materials generated through implementation of the proposed project would be disposed of at either the Azusa Landfill or the Puente Hills Landfill. Azusa Landfill is a Class III landfill with a 6,500 tons per day capacity that accepts asbestos and inert waste. Demolition materials containing asbestos would be disposed of at this landfill. Scrap metal including the steel beams that provide the frame and walls of the tanks will be recycled by the demolition contractor, reducing the total solid waste stream to be deposited at a landfill. All other demolition waste would be disposed of at the Puente Hills Landfill, which is a Class III landfill with a 13,200 tons per day capacity. Demolition materials would be a one-time deposit spread out over a 3- to 5-day period and would not be a continuous solid waste generator. Because the majority of the



demolition materials being recycled (steel beams and plates) and because of the project's temporary nature, implementation of the proposed tank removal would not exceed the permitted capacity of either the Azusa Landfill or the Puente Hills Landfill. Therefore, impacts would be less than significant.

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Due to the nature of the project, removal of the existing ASTs would involve the potential for exposure to hazardous materials, such as asbestos. The disposal and transport of asbestos-containing material is regulated by the CUPA and the SCAQMD. Adhering to these mandatory requirements would reduce any potential solid waste impacts that may occur. See Section VII, *Hazards and Hazardous Materials*, for further discussion. Impacts would be less than significant.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to 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, 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?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The proposed project would disturb existing weedy vegetation around the ASTs. However, the temporary demolition project would not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. See Section IV., *Biological Resources*, for further discussion. Impacts would be less than significant.

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



- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The project would involve the removal and abatement of the 5 existing ASTs and associated aboveground piping. The project would not involve the construction or expansion of any land uses that would be cumulatively considerable. Due to the project's limited and temporary nature and scope, project implementation would not have any impacts that are individually limited, but cumulatively considerable.

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

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Potential project impacts related to aesthetics, air quality, hazardous materials, noise and other environmental issues have been analyzed in this Mitigated Negative Declaration. As concluded in the discussions in Sections I, III, VII, and XI, the project would have a less than significant impacts on the environment and would not have significant adverse effects on human beings. Impacts would be less than significant.



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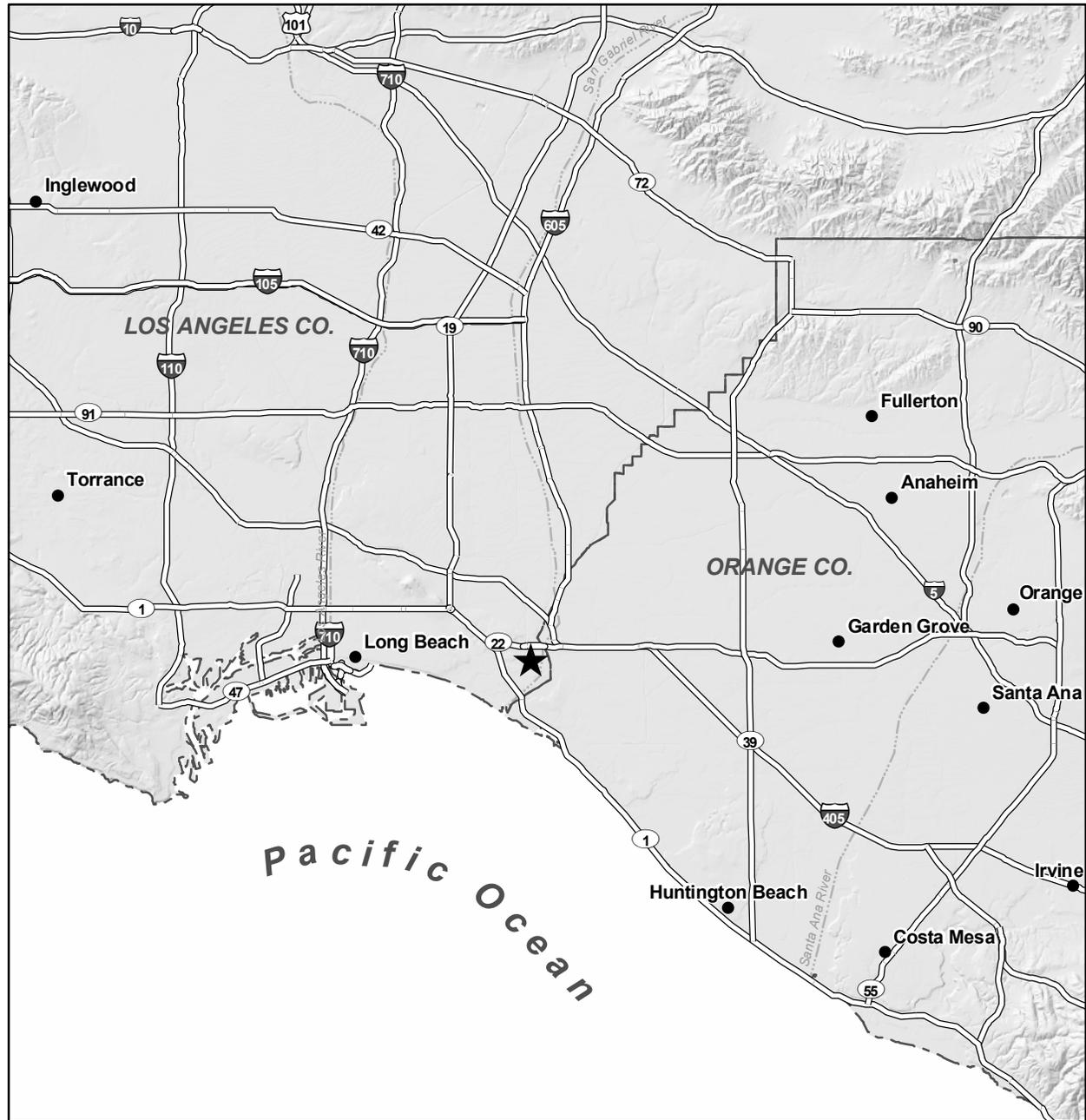
Persons Consulted

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Ross Ward, Superintendent, Keltyco

MND Preparers

Joe Power, AICP, Principal
Mark Neumeister, Associate Planner
Katherine Warner, Graphics Technician





Source: US Bureau of the Census TIGER 2000 data and USGS, 2002.

★ Project Location



0 2.5 5 7.5 10 Miles

Regional Location

Figure 1

City of Long Beach





Image Source: TerraServer, 2009.

Project Boundary

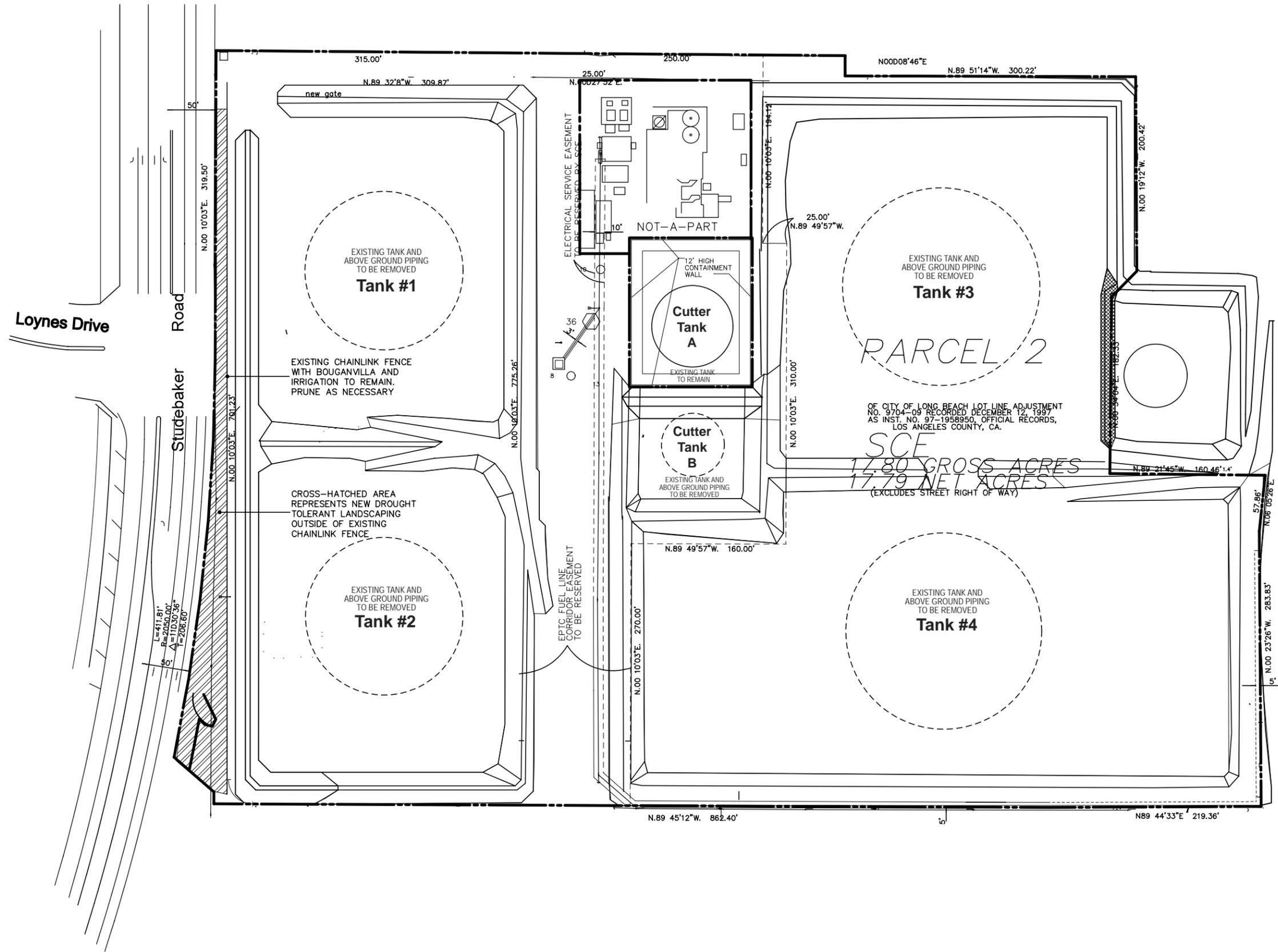


0 250 500 750 1,000 Feet

Project Site and Vicinity

Figure 2
City of Long Beach





Source: HMR Architects, October 16, 2009.

Project Site Workplan
 Figure 3
 City of Long Beach



Photo 1 - Tank #4 (to be removed), Cutter Tank A (tank stays), and Tank #1 (to be removed). (From left to right)



Photo 2 - Above ground pipelines to remain and Cutter Tanks A and B, Tank #4, and Tank #3.



Photo 3 - Tank #2 closeup.

Interior Site Photographs



Photo 1 - Project Site from Channel View Park adjacent to single family residential neighborhood to west of project site.



Photo 2 - View from Project Site looking west towards Loynes Drive and Los Cerritos Channel and residential neighborhood.



Photo 3 - Northern boundary of Project Site indicating proximity to arm of Los Cerritos Channel.

Adjacent Uses

Figure 5

City of Long Beach

Appendix A

Mitigation Monitoring and Reporting Program



MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment. The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Mitigated Negative Declaration (MND) that applies to the applicant's proposal, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible city department is identified for verifying compliance with individual conditions of approval contained in the Mitigation Monitoring and Reporting Program.



Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
HAZ-1 The applicant shall notify the LBUSD, the Rosie the Riveter School, and Kettering Elementary School of demolition activities in writing at least 7 days prior to commencement of demolition.	Confirmation that the applicant has notified the LBUSD, Kettering Elementary School, and the Rosie the Riveter School	Prior to the commencement of demolition	Once	LBDS and OCM			
T-1 The applicant shall implement traffic safety measures during truck hauling so as to reduce potential impacts to other vehicles traveling on Studebaker Road. Standard measures, including, but not limited to flag men, warning signs, and phased truck scheduling outside of peak traffic hours shall be implemented to the satisfaction of the City of Long Beach.	Confirmation that the applicant is implementing traffic safety measures	During truck haul phase	Once	LBDS and OCM			

Key: PWD – City of Long Beach Public Works Department
 LBDS – City of Long Beach Development Services
 OCM – Onsite Construction Manager



Appendix B

Air Quality Worksheets



Project: Studebaker Tank Removal

Emission Factors and Assumptions

	# of Equip.	ROG (lb/hr)	CO (lb/hr)	NOX (lb/hr)	SOX (lb/hr)	PM (lb/hr)	Hours of Operation
Aerial Lifts Composite	2	0.0670	0.2093	0.3600	0.0004	0.0248	8.0000
Excavators Composite	1	0.1483	0.5581	1.1502	0.0013	0.0638	8.0000
Welders Composite	4	0.0805	0.2246	0.2920	0.0003	0.0270	8.0000
Off-Highway Trucks Composite	2	0.2480	0.7429	2.3885	0.0027	0.0875	8.0000
Other Construction Equipment Composite	3	0.0984	0.3954	0.9321	0.0013	0.0404	8.0000

	ROG	CO	NOX	SOX	PM
Aerial Lifts	1.07	3.35	5.76	0.01	0.40
Excavator	1.19	4.47	9.20	0.01	0.51
Welders	2.58	7.19	9.34	0.01	0.86
Off-Highway Trucks	3.97	11.89	38.22	0.04	1.40
Other Construction Equipment	2.36	9.49	22.37	0.03	0.97
Total lbs/day	11.16	36.38	84.89	0.10	4.14

Source: SCAQMD, Off-Road Mobile Source Emissions Factors, October 2008

$E = n \times H \times EF$;where:

E = emissions in pounds per day

n = number of pieces of equipment in a specified equipment category

H = Hours per day of equipment operation

EF = Off-road mobile emission source factor

Combined Summer Emissions Reports (Pounds/Day)

File Name:

Project Name: Studebaker LB, LLC Tank Removal Project

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	5.33	85.22	21.41	0.10	8.84	4.47	10,239.58

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	5.33	85.22	21.41	0.10	8.84	4.47	10,239.58

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Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Blank (Edit this description)	5.33	85.22	21.41	0.10	8.84	4.47	10,239.58
TOTALS (lbs/day, unmitigated)	5.33	85.22	21.41	0.10	8.84	4.47	10,239.58

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Blank (Edit this description)		2.35	acres	17.00	39.95	2,796.50
					39.95	2,796.50

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	0.0	1.1	98.7	0.2
Light Truck < 3750 lbs	0.0	2.9	94.2	2.9
Light Truck 3751-5750 lbs	0.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	0.0	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.0	0.0	86.7	13.3
Life-Heavy Truck 10,001-14,000 lbs	0.0	0.0	60.0	40.0

Vehicle Type	<u>Vehicle Fleet Mix</u>				Diesel
	Percent Type	Non-Catalyst	Catalyst	Diesel	
Med-Heavy Truck 14,001-33,000 lbs	0.0	0.0	22.2	77.8	
Heavy-Heavy Truck 33,001-60,000 lbs	100.0	0.0	0.0	100.0	
Other Bus	0.0	0.0	0.0	100.0	
Urban Bus	0.0	0.0	0.0	100.0	
Motorcycle	0.0	69.6	30.4	0.0	
School Bus	0.0	0.0	0.0	100.0	
Motor Home	0.0	0.0	87.5	12.5	

Travel Conditions

	Residential				Commercial	
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	70.0	7.0	9.5	13.3	7.4	70.0
Rural Trip Length (miles)	0.0	12.1	14.9	15.4	9.6	0.0
Trip speeds (mph)	55.0	30.0	30.0	30.0	30.0	55.0
% of Trips - Residential	100.0	0.0	0.0			

% of Trips - Commercial (by land use)

Blank (Edit this description)

	0.0	0.0	100.0
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