

# **Globemaster Corridor Specific Plan Initial Study**

*Prepared for:*

**City of Long Beach**  
Development Services/Planning Bureau  
333 West Ocean Boulevard, 5th Floor  
Long Beach, California 90802  
*Contact: Craig Chalfant, Senior Planner*

*Prepared by:*

**DUDEK**  
38 North Marengo Avenue  
Pasadena, California 91101  
*Contact: Ruta K. Thomas, REPA*

**SEPTEMBER 2018**



# Globemaster Corridor Specific Plan Initial Study

---

## TABLE OF CONTENTS

<b><u>Section</u></b>	<b><u>Page No.</u></b>
<b>ACRONYMS AND ABBREVIATIONS.....</b>	<b>III</b>
<b>1 INTRODUCTION.....</b>	<b>1</b>
1.1 Project Overview .....	1
1.2 California Environmental Quality Act Compliance .....	1
1.3 National Environmental Policy Act Compliance.....	2
1.4 Public Review Process.....	2
<b>2 PROJECT DESCRIPTION.....</b>	<b>5</b>
2.1 Introduction.....	5
2.2 Project Location .....	7
2.3 Surrounding Land Uses.....	7
2.4 Existing Setting.....	8
2.4.1 Existing Land Uses and Development.....	8
2.4.2 Policy Context.....	9
2.4.3 Airport Compatibility.....	10
2.4.4 Circulation and Site Accessibility.....	11
2.4.5 Infrastructure Systems .....	15
2.5 Statement of Purpose and Need for the Proposed Project .....	17
2.6 Proposed Project Objectives .....	17
2.7 Proposed Project .....	19
2.8 Required Permits and Approvals .....	24
<b>3 INITIAL STUDY CHECKLIST .....</b>	<b>25</b>
3.1 Aesthetics.....	29
3.2 Agriculture and Forestry Resources.....	31
3.3 Air Quality .....	33
3.4 Biological Resources .....	36
3.5 Cultural Resources .....	39
3.6 Geology and Soils.....	40
3.7 Greenhouse Gas Emissions.....	45
3.8 Hazards and Hazardous Materials .....	47
3.9 Hydrology and Water Quality.....	50
3.10 Land Use and Planning .....	55
3.11 Mineral Resources .....	56
3.12 Noise .....	58

**Globemaster Corridor Specific Plan  
Initial Study**

---

**TABLE OF CONTENTS (CONTINUED)**

<b><u>Section</u></b>	<b><u>Page No.</u></b>
3.13 Population and Housing.....	60
3.14 Public Services.....	61
3.15 Recreation .....	64
3.16 Transportation and Traffic .....	65
3.17 Tribal Cultural Resources .....	68
3.18 Utilities and Service Systems.....	70
3.19 Mandatory Findings of Significance.....	73
<b>4 REPORT PREPARERS.....</b>	<b>77</b>

**FIGURES**

1 Regional Context .....	79
2 Local Context.....	81
3 Existing Land Uses .....	83
4 General Plan Designations.....	85
5 Existing Zoning.....	87
6 Globemaster Corridor Specific Plan .....	89

**TABLE**

1 Development Potential (Square Feet) .....	22
---	----

# Globemaster Corridor Specific Plan Initial Study

---

## ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ALUC	Airport Land Use Commission
AQMP	Air Quality Management Plan
BP	Business Park
CALUP	County Airport Land Use Plan
CBC	California Building Code
CC	Community Commercial
CCA	Commercial
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
CMP	Congestion Management Program
CMTC	California Manufacturing Technology Center
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
dB	decibels
DI	ductile iron
DOD	Department of Defense
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMSI	Economic Modeling Specialists International
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FONSI	Findings of No Significant Impact
GCSP	Globemaster Corridor Specific Plan
GHG	greenhouse gas
HCP	Habitat Conservation Plan
IC	Industrial Commercial
IG	General Industrial
ITE	Institute of Transportation Engineers
JWPCP	Joint Water Pollution Control Plant
LACFCD	Los Angeles County Flood Control District
LACSD	Los Angeles County Sanitation District
LBFD	Long Beach Fire Department
LBGO	Long Beach Gas and Oil Department
LBMC	Long Beach Municipal Code
LBPD	Long Beach Police Department
LBUSD	Long Beach Unified School District

## Globemaster Corridor Specific Plan Initial Study

---

Acronym/Abbreviation	Definition
LBWD	Long Beach Water District
LOS	level of service
MND	Mitigated Negative Declaration
MWDSC	Metropolitan Water District of Southern California
NC	Neighborhood Commercial
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
OCTA	Orange County Transit Authority
OEA	Office of Economic Adjustments
PD-19	Planned Development 19
PM10	particulate matter less than or equal to 10 microns in diameter
PM2.5	particulate matter less than or equal to 2.5 microns in diameter
PRC	Public Resources Code
RCP	Regional Comprehensive Plan
RSF	Regional-Serving Facilities
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SEASP	Southeast Area Specific Plan
SR	State Route
USFWS	U.S. Fish and Wildlife Services
UWMP	Urban Water Management Plan
VCP	vitrified clay pipe

# Globemaster Corridor Specific Plan Initial Study

---

## 1 INTRODUCTION

### 1.1 Project Overview

The Globemaster Corridor Specific Plan (GCSP; Proposed Project) provides a framework for the development and improvement of the Specific Plan land use districts and overlay zones. The Globemaster Corridor Specific Plan area (Plan Area) totals 438.3 acres and is located in the central portion of the City of Long Beach (City).

The Proposed Project applicant is the City of Long Beach. The City has developed a Specific Plan as part of a comprehensive transition program in the wake of the closure of the C-17 Globemaster military aircraft production facility owned by the Boeing Corporation (C-17 Site). The GCSP will build upon the previously developed C-17 Transition Master Plan and provide a strategic planning framework for attracting quality industries and improving the character, design, and functionality of the Plan Area. The C-17 Site is generally located between Cherry Avenue to the west and the Long Beach Airport to the north, east, and south. The Plan Area encompasses the approximately 93-acre former Boeing aircraft manufacturing facilities and the broader areas along Cherry Avenue and Spring Street.

Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the Specific Plan aims to continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. The GCSP represents the next step in the overall transition of the former Boeing C-17 Site and surrounding Plan Area. The Specific Plan assigns appropriate land use districts for land properties within the Plan Area, including six land use districts and three overlay zones. The Specific Plan establishes a land use and mobility plan, development regulations, design guidelines, infrastructure requirements and implementation strategies necessary to becoming a flexible commercial, industrial, and mixed-use district in the City.

### 1.2 California Environmental Quality Act Compliance

The City, as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with the California Environmental Quality Act (Public Resources Code [PRC] § 21000 et seq.: “CEQA”) to determine if approval of the discretionary actions requested and subsequent development of the Plan Area could have a potentially significant impact on the environment.

This Initial Study has been prepared by the City as the lead agency in accordance with the State CEQA Guidelines to evaluate the potential environmental effects and to determine whether an

# **Globemaster Corridor Specific Plan Initial Study**

---

Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) should be prepared for the Proposed Project. The Initial Study has also been prepared to satisfy CEQA requirements of other agencies that may provide approvals and/or permits for the Proposed Project.

Considering the Proposed Project has the possibility of creating a significant impact, the preparation of an EIR is required by CEQA. Furthermore, as required by State CEQA Guidelines Section 15126.6, the City will include the consideration and discussion of alternatives to the Proposed Project in the EIR.

## **1.3 National Environmental Policy Act Compliance**

The City, as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with the National Environmental Policy Act (Title 42 of the United States Code [U.S.C.] § 4321 et seq: “NEPA”) to determine if approval of the discretionary actions requested and subsequent development of the Plan Area could have a potentially significant impact on the environment.

Considering the Proposed Project has the possibility of creating a significant impact, the preparation of an EIS is required by NEPA. Furthermore, as required by the Council on Environmental Quality’s NEPA Guidance, the City will include the consideration and discussion of alternatives to the Proposed Project in the EIS.

### **1.4 Purpose of the Initial Study**

The intent of this document is to provide an overview and preliminary analysis of the environmental impacts associated with the implementation of the Proposed Project. This document is accessible to the public, in accordance with CEQA and NEPA, to receive feedback and input on topics to be discussed in the joint EIR/EIS.

## **1.4 Public Review Process**

Pursuant to State CEQA Guidelines Section 15105(b), the Initial Study will be available for a public comment period of no less than 30 days from September 12, 2018 to October 11, 2018. In reviewing the Initial Study, affected public agencies and the interested public should focus on the sufficiency of the document in identifying the potential impacts of the Proposed Project on the environment.

## **Globemaster Corridor Specific Plan Initial Study**

---

Comments may be made on the Initial Study in writing before the end of the comment period. Following the close of the public comment period, the City will consider this Initial Study and comments thereto in preparing the EIR/EIS. Written comments on the Initial Study should be sent to the following address by October 11, 2018:

City of Long Beach  
333 West Ocean Boulevard, 5th Floor  
Long Beach, California 90802  
Attn: Craig Chalfant, Senior Planner

# Globemaster Corridor Specific Plan Initial Study

---

INTENTIONALLY LEFT BLANK

# Globemaster Corridor Specific Plan Initial Study

---

## 2 PROJECT DESCRIPTION

### 2.1 Introduction

The City developed a comprehensive transition program in the wake of the closure of the C-17 Site, known as the C-17 Transition Master Plan. Owned by the Boeing Corporation (Boeing), formerly McDonnell Douglas, the C-17 Site includes approximately 1.8 million square feet of Boeing manufacturing facilities located on approximately 93 acres.

The C-17 Site is generally located between Cherry Avenue to the west (excluding parcels directly fronting Cherry Avenue) and the Long Beach Airport to the north, east, and south. The City's transition program also included a broader study area, which includes the C-17 site and its immediate surroundings, to assess any opportunities and impacts to nearby sites as a result of the C-17 Site closure. The Plan Area encompasses the approximately 93-acre former Boeing aircraft manufacturing facilities site, as well as the broader areas along Cherry Avenue and Spring Street.

#### **Impacts of the C-17 Site Closure**

In September 2013, the Department of Defense (DOD) notified Boeing, manufacturer of the C-17 Globemaster military aircraft, that it would no longer place future orders for the C-17. In April 2014, Boeing announced it would close C-17 production plants by mid-2015 due primarily to the termination of DOD contracts, which represented the single largest demand for the aircraft. Boeing closed the C-17 Site in December 2015. At its peak, the C-17 Site employed up to 5,000 people; however, since 2010, Boeing has steadily downsized the C-17 workforce in anticipation of the closure.

Though Boeing has closed the C-17 Site, the company is committed to a long-term presence in the City and intends to retain maintenance facilities at the site for the Boeing and McDonnell Douglas/Douglas aircrafts (including the historic DC-9 and DC-10 aircrafts).

A study conducted by Economic Modeling Specialists International (EMSI) anticipated that the closure of the C-17 Site would result in an overall loss of nearly 5,000 jobs. This includes the elimination of approximately 1,158 Boeing jobs at the C-17 production site, plus an estimated 3,781 jobs in the related supply chain. EMSI's analysis shows that for every laid-off Boeing employee, 2.68 jobs in other industries will also disappear (a job multiplier of 3.68). The EMSI study also estimated that the closure would result in a \$417 million reduction in regional earnings, \$190 million of which stem from the jobs removed at the facility. Aside from manufacturing, engineering, and project management jobs within the aerospace/defense sector, other job losses are anticipated to occur in the service realm, including health care; retail trade; professional, scientific, and technical services; accommodation and food services; and administrative support services.

# Globemaster Corridor Specific Plan Initial Study

---

## Department of Defense Grant

In anticipation of the C-17 Site closure and the potential effects the closure would have on the City and its surroundings, the City applied for and was awarded a grant from the DOD Office of Economic Adjustments (OEA) to prepare and implement the Boeing C-17 Transition Program.

The City identified the following three separate activity tracks for the preparation of the C-17 Transition Master Plan:

1. **Economic Development Planning** – Activities under this track focused on the economic development planning necessary to adjust effectively to impacts from Boeing facility closures and identify opportunities to advance the site, the supply chain, and the regional cluster in a forward direction.
2. **Land Use and Infrastructure Planning** – Activities under this track focused on an assessment of the existing conditions of the C-17 Site, with specific attention on compatibility and the operational needs of the Long Beach Airport, as well as conceptual reuses of the site and prospective site development opportunities.
3. **Assistance to Impacted Defense Firms and Workers** – Activities under this track focused on assistance to impacted firms and workers. Since announcing its closure in 2013, Boeing has worked with partners such as the City, Pacific Gateway, Los Angeles County Economic Development Corporation, and other groups to help transition both its individual workers and the regional sector as a whole. This track will establish a Boeing and defense dislocated worker case-management tracking and training program, and directly assist impacted suppliers through the City’s existing contract with the California Manufacturing Technology Center (CMTTC). Interaction with parallel efforts to dispose of excess C-17 production tooling and equipment is also a component of this track.

The C-17 Transition Master Plan resulted in a detailed analysis of existing economic, land use, and infrastructure conditions in the Plan Area; alternative land use scenarios for the C-17 Site; and a planning and urban design framework for the Plan Area’s C-17 Transition Master Plan. Other recently completed or current City plans include the Draft Land Use Element Environmental Impact Report (EIR), the recently completed EIRs for the Midtown Specific Plan and Southeast Area Specific Plan (SEASP), and the Noise Element and Climate Action and Adaptation Plans that are currently underway in the City.

As the results of the C-17 Transition Master Plan revealed the need for comprehensive planning that addressed land use, economic development, and infrastructure improvements in the Plan Area, the City determined that a Specific Plan was the appropriate tool to approach each need

# Globemaster Corridor Specific Plan Initial Study

---

holistically. The GCSP provides a combined land use and mobility plan, development regulations, and design guidelines, as well as implementation measures that work together to advance the objectives of the C-17 Transition Master Plan.

The GCSP builds upon the C-17 Transition Master Plan to provide a strategic planning framework for attracting quality industries and improving the character, design, and functionality of the Plan Area.

## 2.2 Project Location

The Plan Area is located in the central portion of the City of Long Beach, bordering the Long Beach Airport and the cities of Lakewood and Signal Hill to the north and south, respectively. The Plan Area is approximately 3 miles northeast of downtown Long Beach. The Port of Long Beach, the second busiest port in the United States and a twin of the number one busiest port of Los Angeles, is located 8 miles south and is also owned and operated by the City. The Plan Area is afforded direct access from Interstate 405 (I-405) via Cherry Avenue, providing easy access and high visibility to the area from a regional standpoint. Figure 1 (Regional Context) shows a map of the Plan Area in its regional context.

The Plan Area totals approximately 438.3 acres. Cherry Avenue and Spring Street form its central unifying spines. The historic California Heights District and the Bixby Knolls neighborhood are located to the west of Cherry Avenue. To the east of the Plan Area is the Lakewood and Skylinks Golf Courses and the Douglas Park master-planned business park. Figure 2 (Local Context) provides a map of the Plan Area's local context.

## 2.3 Surrounding Land Uses

The Plan Area is surrounded almost entirely by development, consisting of residential, industrial, and commercial land uses, including the Long Beach Airport. The City of Signal Hill and the City of Lakewood are located immediately adjacent to the Plan Area. Specific land uses surrounding the Plan Area are detailed below:

**North:** The Plan Area extends north along Cherry Avenue and past Carson Street. The land use to the northwest of the Plan Area consists of single-family residential uses. A self-storage facility and the All Souls Cemetery are directly north of the Plan Area. The Long Beach Airport also extends north of the Plan Area.

**South:** Industrial and commercial land uses within the City of Signal Hill are located directly south of the Plan Area. Additionally, an open space area associated with Willow Springs Park is located south of the Plan Area. The Long Beach Airport also extends south of the Plan Area.

# **Globemaster Corridor Specific Plan Initial Study**

---

**East:** The majority of the eastern boundary of the Plan Area is adjacent to the Long Beach Airport. The City of Lakewood is adjacent to the Plan Area to the northeast. Land uses in this part of the City of Lakewood include industrial properties, as well as a small amount of medium-density to high-density residential and low density residential uses. The I-405 freeway passes through the Plan Area and continues southeast of the Plan Area.

**West:** The majority of the land located west of the Plan Area consists of single-family residential uses within the City of Long Beach. The City of Signal Hill borders the southwestern portion of the Plan Area and includes commercial and industrial land uses, as well as a small amount of low-density to medium-density residential uses, Reservoir Park (a small open space area associated with Gundry Reservoir), and Burroughs Elementary School. Additionally, the I-405 freeway passes through the Plan Area and continues west of the Plan Area.

## **2.4 Existing Setting**

### **2.4.1 Existing Land Uses and Development**

The Plan Area and surrounding area is characterized as an urban, developed commercial, industrial, and residential area. The most prominent land use adjacent to the Plan Area is the Long Beach Airport to the north, east, and south. The Plan Area and all surrounding properties have undergone disturbance previously resulting from development of the commercial, industrial, and residential uses that surround it.

The Plan Area consists of a variety of low- to mid-rise commercial and industrial uses. Land uses are supported by a streetscape context largely auto-oriented in nature, and lacking in street trees and other pedestrian amenities that would encourage walking through the Plan Area. Figure 3 (Existing Land Uses) illustrates the pattern of existing land uses as of 2017.

#### **Northern Area - Auto-Oriented Commercial**

The northern portion of the Plan Area is characterized by primarily non-descript, single-story auto-oriented commercial uses, including auto-service shops, car dealerships, and strip commercial centers. The Long Beach Town Square shopping center is the largest shopping center in this area and includes a Ralphs grocery store, T-Mobile retail center, fast food restaurants, and other community-serving commercial uses.

# Globemaster Corridor Specific Plan Initial Study

---

## **Central Core Area – Industrial**

The central core portion of the Plan Area is home to primarily industrial uses, including the former Boeing C-17 Site comprised of approximately 1.1 million square feet (approximately 25 acres) of enclosed aerospace manufacturing production space and associated buildings. To the east of these buildings are airport-owned property used for airport-related uses and taxiing planes to the runways. Along Cherry Avenue in the central core are industrial uses and auto-oriented commercial establishments such as fast-food restaurants; car wash, rentals and sales; and a gas station.

## **Southern Area – Commercial/Industrial**

The southern portion of the Plan Area includes primarily large-scale industrial operations and warehouses west of Cherry Avenue. East of Cherry Avenue uses transition to more commercial/office related businesses, including a new multi-story office building, motorcycle dealership, and a new retail center under construction at the Cherry Avenue/Spring Street intersection. A large oil-extraction site is located at the southeast corner of Spring Street and California Avenue.

## **Southeastern Area – Industrial**

The southeastern portion of the Plan Area, north of Spring Street, is owned by the airport and comprised of several large aircraft buildings, including the Pilot Shop, Long Beach Flying Club, the Daughtery Sky Harbor building, and ATP Flight School. Areas south of Spring Street consist of a mix of commercial, office, warehouse, and construction-related uses.

## **2.4.2 Policy Context**

### **Draft General Plan**

The City is in the process of updating the Land Use Element of the General Plan. The existing Land Use Element was last comprehensively updated in 1989. The 1989 General Plan identified the majority of the Plan Area as 9G (General Industry). Figure 4 (General Plan Designations) depicts the existing general plan land uses and proposed general plan land uses for the City. The area east of the former Boeing C-17 Site, adjacent to the airport, is designated 12 (Harbor/Airport), which requires special planning documents (i.e., an Airport Layout Plan) to govern land use development. The northern portion to the east of Cherry Avenue is designated as 9R (Restricted Industry) and 8A (Traditional Retail Strip Commercial). South of the I-405 freeway, the Plan Area is designated 9R (Restricted Industry) and 7 (Mixed-Uses) to the east; and 9G (General Industry), 8A (Traditional Retail Strip Commercial), and 11 (Open Space/Parks) to the west (City of Long Beach 1989).

# Globemaster Corridor Specific Plan

## Initial Study

---

On March 6, 2018, the City Council adopted maps by Council District for the updated Land Use Element and Urban Design Element (City of Long Beach 2018). The City currently envisions maintaining the Cherry Avenue Corridor for community commercial uses. The C-17 Site and adjacent area to the east near the airport are designated RSF (Regional-Serving Facilities). The northern portion of the Plan Area east of Cherry Avenue is designated CC (Community Commercial). South of the I-405 freeway, the Plan Area is CC (Community Commercial), I (Industrial), NI (Neo Industrial), and OS (Open Space) (City of Long Beach 2018).

### Existing Zoning

The Zoning Regulations (Title 21 of the Long Beach Municipal Code), in conformance with the General Plan, regulates land use development within the City. Within each zoning district, the Zoning Regulations specify the permitted and prohibited uses, as well as the development standards, including setbacks, height, parking, and design standards, among others. Figure 5 (Existing Zoning) identifies the current zoning in the Plan Area. The C-17 Site is located within the Planned Development 19 (PD-19) zoning area. The Cherry Avenue Corridor area is located in the IG (General Industrial) zone, as is the portion of the Plan Area north of Wardlow Road. The northern portion of the Plan Area to the east of Cherry Avenue is designated as IG (General Industrial) and CCA (Commercial). South of I-405 the Plan Area is designated IG (General Industrial), CCA (Commercial), P (Park), and I (Institutional).

### 2.4.3 Airport Compatibility

The proximity of the Plan Area to the Long Beach Airport will require that future land uses within the Plan Area be compatible with airport operations. The Specific Plan would comply with airport compatibility standards set forth by both the 2004 Los Angeles County Airport Land Use Plan (CALUP) and 2011 California Airport Land Use Planning Handbook (Handbook). The compatibility criteria adopted by the Airport Land Use Commission (ALUC) for the Long Beach Airport are intended to protect the airport from encroachment by future incompatible land uses.

For compatibility planning purposes, four aeronautical factors are considered:

- **Noise** is the impact most directly affected by the airport activity forecasts. The City's Airport Noise Compatibility Ordinance (LBMC 16.43) and land use patterns protect noise-sensitive land uses (e.g., residences, schools, nursing homes, etc.) from being exposed to aircraft-related noise levels in excess of 65 decibels (dB) CNEL. The majority of the Plan Area is outside of the airport's 65 dB CNEL contour (CALUC 2004).
- **Overflight** pertains to areas beyond the noise contours where aircraft noise can be annoying or disruptive. Locations underlying the airport's typical traffic patterns are

## Globemaster Corridor Specific Plan Initial Study

---

considered to be within the airport's overflight impact area. Section V Statement of Land Use Compatibility, of the 2004 CALUP, identifies the compatibility of certain types of land uses within areas exposed to aircraft-related noise, which should be used to evaluate projects within the ALUC's planning boundary (CALUC 2004).

- **Safety** is concerned with the risks that potential aircraft accidents or emergency landings pose to people and property on the ground. The California Airport Land Use Planning Handbook provides a set of safety zones that delineate the locations where heightened risk levels may warrant restrictions on land use development.
- **Airspace protection** is critical to airport viability in that airspace obstructions can be hazardous to flight and can necessitate changes to aircraft flight procedures. Hazards to airspace include physical (e.g., tall structures, thermal plumes, etc.), visual (e.g., light, glare, dust, steam or smoke), and electronic (i.e., hazards that may cause interference with aircraft communications or navigation). The FAA has well-defined standards by which potential hazards to flight, especially airspace obstructions can be assessed. Height restrictions range from a maximum of 36 feet in areas closest to the airport, to a maximum of 176 feet towards the outer boundaries of the Plan Area.

### 2.4.4 Circulation and Site Accessibility

#### Street Network

The existing circulation network in the Plan Area is essentially a grid system of roadways generally oriented in the north-south and east-west directions. The I-405 freeway, Cherry Avenue, Carson Street, Spring Street, Bixby Road and Wardlow Road provide primary connectivity to local and regional areas. The main users for these facilities are commuters with major destinations occurring to/from the freeways and airport facilities. Due to the auto-orientation of the land uses in the Plan Area and the dependency on vehicles to access the Plan Area, there is not an emphasis in the overall block structure and public realm to support pedestrian, bicycle, and other modes of active transportation. Most streets in the Plan Area lack features and amenities such as shading, bike racks, benches, and bus shelters that are needed to support a multi-modal transportation network.

- **Cherry Avenue** is generally a four-lane, divided roadway separated by a two-way left-turn lane, oriented in the north south direction that traverses through the middle of the project site. On-street parking is permitted on both sides of the street. Multiple driveways are located along Cherry Avenue, which provide full access to the existing businesses. Sidewalks are generally provided and are adequate north of Wardlow Road. However, south of Wardlow Road, sidewalks are generally located on one side of the road or

## Globemaster Corridor Specific Plan Initial Study

---

missing altogether. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates Cherry Avenue as a Major Avenue.

- **Lakewood Boulevard** is generally an eight-lane roadway south of Conant Street and a six-lane roadway north of Conant Street oriented in the north–south direction and is located east of the project site and airport. On-street parking is not permitted on both sides of the street. Sidewalks are generally provided on both sides of the roadway within the project vicinity. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates Lakewood Boulevard as a Regional Corridor.
- **Walnut Avenue** is oriented in the north–south direction and provides access to the site via multiple full-access driveways. On-street parking is permitted on both sides of the street. Sidewalks are generally provided and are adequate north of 33rd Street. However, south of 33rd Street, sidewalks are generally located on one side of the road or missing altogether. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates Walnut Avenue as a Local Street.
- **Cover Street** is oriented in the east–west direction and provides connectivity between Cherry Avenue and Lakewood Boulevard. On-street parking is not permitted on both sides of the street. Sidewalks are generally provided on both sides of the roadway within the project vicinity. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates Cover Street as a Neighborhood Connector.
- **Wardlow Road** provides east–west connectivity between Cherry Avenue and Walnut Avenue. Wardlow Road also extends to the eastern portion of the project site and terminates at the airport. However, Wardlow Road continues just east of Lakewood Boulevard. On-street parking is generally permitted on both sides of the street, west of Cherry Avenue. Sidewalks are generally provided on both sides of the roadway within the Proposed Project vicinity. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates Wardlow Road as a Minor Avenue.
- **32nd Street** is oriented in the east–west direction. In direct proximity to the site, 32nd Street consists of an alleyway that traverses the project site. Along this alleyway, multiple gated areas restrict through-traffic to some users. Sidewalks are generally provided and are adequate west of Orange Avenue. However, east of Orange Avenue, sidewalks are generally located on one side of the road or missing altogether. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates 32nd Street as a Local Street.
- **Spring Street** is generally a four-lane roadway with a center turn island. Spring Street is oriented in the east–west direction and provides a major point of access to the Plan Area from the south. On-street parking is permitted on both sides of the street. Multiple

## Globemaster Corridor Specific Plan Initial Study

---

driveways are located along Spring Street, which provide full access to the existing businesses. Sidewalks are provided on both sides of the street in the Plan Area. Crosswalks are provided at all signalized intersections. The City's Mobility Element designates Spring Street as a Major Avenue in the Plan Area.

- **Temple Avenue** is oriented in the north-south direction beginning just south of the Long Beach Airport at Spring Street and continuing south towards Bluff Park at Ocean Boulevard. Temple Avenue is a two-lane roadway that has discontinuous sidewalks on either side. There is only a sidewalk on the west side of Temple Avenue in the Plan Area. A portion of the Plan Area includes the I-405 freeway overpass at Temple Avenue, which connects the Long Beach Airport industrial areas with other industrial uses to the south of the I-405 freeway. The City's Mobility Element designates Temple Avenue as a Neighborhood Connector.
- **Redondo Avenue** is oriented in the north-south direction beginning just south of the Long Beach Airport at Spring Street and continuing south towards Bluff Park at Ocean Boulevard. Redondo Avenue is a two-lane roadway that connects industrial portions of Long Beach near the I-405 freeway and the Plan Area with the residential portions moving towards the coast. Sidewalks are provided on both sides of the street in the Plan Area. The roadway borders the City of Signal Hill on its eastern boundary. The City's Mobility Element designates Redondo Avenue as a Major Avenue.

### Truck Routes

Designated truck routes provide for the regulated movement of truck traffic through the City, and minimizes intrusion of truck traffic in sensitive areas, such as residential neighborhoods. The designation of truck routes are intended to direct truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise, vibration, and other factors would have the least impact. Primary truck routes in close proximity to the project site are provided via Cherry Avenue, Lakewood Boulevard, Carson Street, Spring Street, and Orange Avenue. Regional freeway access is provided at the Cherry Avenue/I-405 freeway interchange.

### Transit Service

Transit routes in the City consist of both metro rail and bus routes. The bus lines servicing the City consist of Long Beach Transit (LB Transit), Metro, and Orange County Transit Authority (OCTA). LB Transit provides service throughout Long Beach, Lakewood, and Signal Hill. LB Transit has 34 bus routes and nearly 2,000 bus stops throughout the City. Most LB Transit routes run seven days a week and all routes are wheelchair accessible. There are four routes that travel to and from the Long Beach Airport, providing connections with the Metro light rail service to

## **Globemaster Corridor Specific Plan Initial Study**

---

Los Angeles, El Segundo, and Norwalk, as well as to all Long Beach neighboring cities: Carson, Compton, Paramount, Bellflower, Artesia, Cerritos, Hawaiian Gardens, and Norwalk.

The Plan Area is serviced via LB Transit Lines 21, 22, and 131, which travel along Cherry Avenue and have stops at Carson Street and Wardlow Road.

- **LBT Line 21** operates between the northern and southern limits of the City. A major destination along Line 21 includes downtown Long Beach. Service is provided Monday through Friday from approximately 5:00 AM to 12:35 AM and on Saturdays/Sundays from 5:25 AM to 12:35 AM. In general, travel times from the Plan Area to downtown Long Beach would take around 30 minutes. Headways between buses vary throughout the day, but they typically arrive on 30-minute intervals.
- **LBT Line 22** operates between the northern and southern limits of the City. A major destination along Line 22 includes downtown Long Beach. Service is provided Monday through Friday from approximately 5:20 a.m. to 7:05 p.m. and on Saturdays/Sundays from 6:00 a.m. to 8:05 p.m. In general, travel times from the project to downtown Long Beach would take around 30 minutes. Headways between buses vary throughout the day, but they typically arrive on 30-minute intervals.
- **LBT Line 131** operates between Redondo Beach and Seal Beach. Major destinations along Line 131 include the Wardlow Metro Blue Line Station, Belmont Shore, and Alamitos Bay. Service is provided Monday through Friday from approximately 6:39 a.m. to 9:06 p.m. and on Saturdays/ Sundays from 6:38 a.m. to 8:40 p.m. In general, travel times from the project site to the Wardlow Metro Blue Line Station, Belmont Shore, and Alamitos Bay would take around 10 minutes, 15 minutes, and 50 minutes, respectively. Headways between buses vary throughout the day, but they typically arrive on 30-minute intervals.

### **Bicycle Network**

In early 2010, the City earned an innovation award from the Institute of Transportation Engineers (ITE) for the installation of the City's green lane project in Belmont Shore, which installed sharrows, bike boxes, and green bike lanes. In addition, the City has implemented wayfinding information for cyclists. The City has over 60 miles of off-street bike and pedestrian paths. Significant paths include Shoreline Pedestrian/Bicycle Path, Los Angeles River Bike Trail, San Gabriel River Bike Trail, El Dorado Park Bike Path, and Heartwell Park Bike Path.

## **Globemaster Corridor Specific Plan Initial Study**

---

The local bicycle facilities within and in close proximity to the Plan Area are located along Spring Street, Bixby Road, Carson Street, Orange Avenue, and Cover Street. Each of these facilities is designated as follows:

- Spring Street – Class II Bike Lane
- Bixby Road – Class II Bike Route
- Orange Avenue – Class II and III Bike Lane
- Carson Street – Class II Bike Lane
- Cover Street – Class III Bike Lane

Each of these bike lanes is part of a larger proposed interconnected bicycle network in the City. As part of the updated Mobility Element, the Bixby Road bike route will ultimately connect to the Los Angeles River Bike Trail to the west, the Spring Street bike route will connect through to the Santa Fe Trail, and the Orange Avenue bike route will extend south from Wardlow Road all the way to the Pacific Coast Highway.

### **2.4.5 Infrastructure Systems**

The public utility purveyors include water, wastewater, stormwater, gas, and electric utilities. This section presents a breakdown of the existing public utility infrastructure, including any deficiencies, for the Plan Area and immediately adjacent surroundings.

#### **Water**

The Plan Area is locally serviced by the Long Beach Water District (LBWD), which serves as the retail water purveyor. LBWD acquires its drinking water from two main sources: groundwater pumped and treated from a large underground aquifer below the City, known as the Central Basin, and imported water purchased wholesale and delivered by the Metropolitan Water District of Southern California (MWDSC) as part of the California State Water Project. Approximately 42% of LBWD's total water supply is provided by groundwater with a small portion of their supply coming from reclaimed and recycled water that is used primarily to irrigate municipal landscapes. LBWD is also looking at plans to incorporate desalinated seawater as a future water source.

According to the 2015 Urban Water Management Plan (UWMP), LBWD has adequate supplies to meet projected demands throughout the 20-year planning period (through the year 2040) for a single dry-year supply and demand scenario and a multiple dry-year supply and demand scenario (City of Long Beach Board of Water Commissioners 2016).

## **Globemaster Corridor Specific Plan Initial Study**

---

Based on a general assessment of the facility maps, the current water infrastructure appears acceptable to meet current demands. The existing water pipe delivery network does appear to be older in age based on the utilized pipe materials, including ductile iron (DI), asbestos concrete, cast iron, cement mortar lined, and cement. Ultimately, future PVC water improvements intended to service the Plan Area will likely connect into the larger 20- to 36-inch transmission water mains located along Cherry Avenue, Wardlow Road, Saint Louis Avenue, and 32nd Street.

### **Wastewater**

The LBWD also services the Plan Area for wastewater collection and treatment. The LBWD operates and maintains approximately 765 miles of sanitary sewer lines and ultimately delivers the majority of the City's wastewater to the Joint Water Pollution Control Plant (JWPCP) of the Los Angeles County Sanitation District (LACSD). The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the LACSD. Tertiary treated sewage from these facilities is used to irrigate public landscaping through the recycled water program and recharge the groundwater basin.

The wastewater infrastructure for the immediate Plan Area vicinity primarily consists of vitrified clay pipe (VCP). Based on a general assessment of the facility maps, the current wastewater infrastructure appears acceptable to meet the demands of the current land use. Future sewer mains to service the Plan Area will more than likely connect into the existing larger sewer trunk mains.

### **Storm Drain**

The Los Angeles County Flood Control District (LACFCD) has jurisdiction over the Plan Area and provides stormwater collection and conveyance for a majority of the City. In the immediate Plan vicinity, as-built storm drain plans show a collection system commencing near the intersection of Spring Street and Lakewood Boulevard that traverses northwest to Wardlow Road and ultimately terminates near Orange Avenue.

The entire storm drain system appears to have enough capacity to handle current stormwater demands and seems to be in relatively good condition. Future storm drain laterals to service the Plan Area will more than likely connect into the existing storm drain system.

### **Gas**

Gas utilities are currently being serviced by the Long Beach Gas and Oil Department (LBGO), which provides gas services to the Plan Area along with the majority of the City. Based on atlas maps provided by LBGO, existing gas mains ranging from 10 to 20 inches are located in Cherry Avenue with 4-inch-diameter gas mains also available along the Plan

# Globemaster Corridor Specific Plan Initial Study

---

Area perimeter. Based on a general assessment of these facility maps, the current gas infrastructure appears acceptable to meet the demands of the current land use.

## Electric

Electric utilities are currently being serviced by Southern California Edison (SCE), which provides energy services to the Plan Area, the City, and the greater Southern California area. Based on an SCE interactive distribution map last updated September 14, 2012, three substations (5738, 5753, and 5785) service the Plan Area with overlapping coverage. Although all of the substations servicing the area appear to be at or near capacity, the existing system is sufficient to meet the existing demands of the existing land use.

## 2.5 Statement of Purpose and Need for the Proposed Project

The GCSP will be a 21<sup>st</sup> Century innovation employment district. Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the district will continue to attract and optimize new work opportunities to retain the regional skills base, expertise and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. In addition to becoming a flexible, commercial, industrial, mixed-use district, incremental and strategic investments will foster pedestrian, bicycle and transit mobility, improve connectivity, provide open space and amenities, and enhance the design and functionality of the workforce environment. The GCSP will become a destination where leading-edge firms come to leverage its locational advantage adjacent to Long Beach Airport, the Port of Long Beach, I-405 freeway, and a thriving residential and business community.

## 2.6 Proposed Project Objectives

Section 15124(b) of the State CEQA Guidelines requires a project description to contain a statement of a project's objectives and Section 15124(b) requires that the statement of objectives includes the underlying purpose of the project. Section 15012.13 of NEPA requires that the environmental statement briefly specify the underlying purpose and need to which the agency is responding in proposing the proposed action. The applicant's objectives for the proposed project include:

- **Create a 21st Century Employment District that Fosters Innovation:** The workforce of the 21st century is seeking places that integrate jobs into active urban lifestyles. The Specific Plan will guide development and infrastructure investments to integrate business park, industrial, and commercial uses with supporting amenities in a flexible, mixed-use, multi-modal and sustainable campus-style environment. This will include breaking down the superblocks into a grid of walkable and bikeable streets and introducing sustainable and thoughtfully designed buildings, sites, open spaces and streetscapes. This goal also recognizes that maintaining

## Globemaster Corridor Specific Plan Initial Study

---

affordability through adaptive reuse of existing buildings to create small-scale, low-rent, urban environments are important to attract and retain innovators.

- **Stimulate Economic Development and Job Growth:** A principal driver of the GCSP is to stimulate economic growth and attract businesses that replenish high-quality jobs lost from the closure of the former Boeing C-17 manufacturing plant. This will require a level of effort that extends beyond the controls of a land use plan, development standards, and implementing mechanisms found within the pages of the Specific Plan. Attracting key anchor tenants will rely on a coordinated effort between City staff, independent brokers, politicians, and the right mix of incentives to drive private investment to the district.
- **Cultivate the Existing Human Capital of Long Beach:** Human capital refers to the knowledge, skill sets, and motivation people have, which provide economic value. Human capital is directly related to economic growth as it can help to develop an economy through the knowledge and skills of people. Human capital realizes not everyone has the same skill sets or knowledge and that quality of work can be improved by investing in people's education. In addition to attracting quality businesses, investing in the human capital of Long Beach and proactively connecting residents, and in particular former Boeing employees, with new job opportunities in the district, is an important goal of the GCSP.
- **Establish Cherry Avenue as a Multi-Modal Unifying Corridor:** Cherry Avenue is a central unifying spine for the GCSP and provides key gateways to the district at its intersection with Carson Avenue and Spring Street. The corridor is well-located for future success based on its high visibility, regional accessibility, traffic counts, and proximity to flanking neighborhoods and businesses. The GCSP will guide the development of Cherry Avenue to become an economically thriving corridor with business and commercial infill development strategies that bring neighborhood and business-serving commercial uses, as well as employment opportunities within walking distance of existing neighborhoods. Cherry Avenue will also be improved as a street that enables active transportation, calms traffic, and creates a new identity for the district. Improving the “front door” of the GCSP by both incremental and comprehensive changes to Cherry Avenue will strengthen the economic, environmental, and visual performance of the district as a whole.
- **Increase Mobility Choices Throughout the Globemaster Corridor District:** Multiple transportation options can broaden the benefits of innovation to the City at large. For an innovation district, solid multimodal transportation means district employees have a greater choice of residence and lifestyle options. Connections between local transportation networks and regional or global transportation can also give a district a

## Globemaster Corridor Specific Plan Initial Study

---

competitive edge. The Globemaster Corridor District will leverage its local, regional, and global transportation connections by enhancing internal connectivity and increasing mobility options within and to/from the district.

### 2.7 Proposed Project

The GCSP would guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan Area as defined in the GCSP (Figure 6, Globemaster Corridor Specific Plan). The key project components of the GCSP include the following:

#### Specific Plan

The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405 freeway, and surrounding residential and business community. Key components of the Specific Plan include:

- **Summary.** This chapter gives an overview of the purpose, vision and goals, plans, and implementation of the GCSP.
- **Context.** This chapter describes the history and existing conditions of the Plan Area, along with a summary of community workshop meetings.
- **Vision and Goals.** This chapter describes the vision for the overall plan, as well as the goals and policies.
- **Land Use and Mobility Plan.** This chapter describes recommended transportation improvements to the Plan Area and its vicinity. It includes a street network plan and associated cross sections, and identifies bicycle and pedestrian facilities, and nearby transit. The chapter also describes the application of six development districts and three overlay zones proposed as part of the GCSP:
  - **Business Park (BP)** district is intended as a campus-style district that supports a range of employment uses, including office, research and development, light industrial, and aviation-related uses. Development standards are designed to achieve high-quality mid-rise structures served by a system of pedestrian pathways, passive and active open space areas, and amenities in a campus-style environment. Increased building intensity is encouraged in exchange for the provision of community benefits.
  - **Community Commercial (CC)** district supports medium scale retail and service uses intended to serve the entire community including convenience and comparison shopping goods and associated services. Development standards are designed to

## Globemaster Corridor Specific Plan Initial Study

---

- achieve a pedestrian-friendly environment where buildings address the sidewalk at the immediate intersections, and where mid-corridor streetscape enhancements provide a more inviting walking environment.
- **Neighborhood Commercial (NC)** district is a mixed-use district permitting small scale commercial uses and/or moderate density residential development (i.e, townhouse or row house residential units). Land uses are intended to support the local neighborhoods and job centers as well as the airport, with land uses that provide for day-to-day needs (e.g., laundry, convenient store, take-out and sit-down restaurants, professional services, beauty salon, hotel, etc.). Development standards are designed to achieve a pedestrian-friendly environment, where buildings are located at the front of the setback and parking is located behind the buildings.
  - **Industrial Commercial (IC)** district supports a mix of auto-oriented commercial and light industrial uses including research and development, flex space, warehousing, small-scale incubator industries, as well as community-serving commercial uses. Land uses are designed to operate entirely within enclosed structures, which pose limited potential for environmental impacts on neighboring uses with respect to noise, hazardous materials, odors, dust, light, glare, traffic, air emissions, and hours of operation. It is anticipated that buildings housing these uses will be low-scale, adaptively reused structures or modern industrial complexes in campus-like settings. Development standards are designed to address the streetscape to achieve a more inviting walking environment.
  - **General Industrial (IG)** district is preserved for traditionally heavy industrial and manufacturing uses such as large construction yards with heavy equipment, chemical manufacturing plants, food processing plants, as well as auto-related uses, filming studios, and support retail/commercial. The buildings that house these operations may be older industrial buildings retrofitted to accommodate the use, or new state-of-the-art manufacturing plants. The focus of the IG district is on the operating characteristics of the use, rather than the particular product created. Development standards are designed to provide adequate parking and address the streetscape to achieve a more inviting walking environment.
  - **Open Space** district is established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue. This district is intended to be used for active and passive public use, including for recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the City.

## Globemaster Corridor Specific Plan Initial Study

---

- **Aviation-Related Use Overlay Zone** is reserved for property immediately adjacent to the Long Beach Airport where an emphasis is placed on allowing aviation-related uses that need immediate access to the airport in order to conduct business compatible with airport operations.
- **Cherry Avenue Overlay Zone** is intended to allow complementary retail and restaurant amenities supportive of the underlying BP and IG districts and adjacent neighborhoods. Uses in this district are comparable to neighborhood-serving uses within the NC district. Development standards are designed to ensure that new uses are pedestrian oriented and address Cherry Avenue, either as stand-alone buildings or integrated with new business-park or modern industrial complexes in a campus-style setting.
- **Runway Safety Zone Overlay Zone** identifies property located within the flight path of the Long Beach Airport that may contain restrictive use and height constraints.
- **Land Use and Development Regulations.** This chapter provides development standards (building height, community benefits, setbacks, open space, parking, and adaptive reuse) and permitted uses within each development district and overlay zone.
- **Design Guidelines.** This chapter describes the building design standards (massing, articulation, materials, openings, landscape, screening, signage, etc.).
- **Infrastructure.** This chapter discusses the proposed distribution, location, and extent of the utilities infrastructure (water, sewer, and stormwater), and other essential facilities proposed to be located within the Plan Area.
- **Administration and Implementation.** This chapter discusses the general administration, review and approval process, actions for implementation of the GCSP, and a description of strategies for funding these improvements.

Table 1, Development Potential (Square Feet), summarizes the development potential for each land use district, compared to existing land uses and the 10-20 year market demand. The development potential is calculated for two scenarios: the T1 scenario assumes that projects will build to the base height requirements as provided in Chapter 5, Land Use and Development Regulations of the Specific Plan; and, the T2 scenario assumes that projects will build to the T2 height requirements, which is a more intense scenario that factors higher height allowances in exchange for the provision of community benefits. Overall, under the maximum T2 scenario, the 438.3-acre Plan Area will accommodate approximately 4.7 million square feet of office (including medical office and research and development (R&D)) uses, 4.3 million square feet of industrial (including manufacturing and light industrial/warehousing) uses, 463,600 square feet of retail uses, 84,500 square feet of restaurant uses, and 178,600 square feet of hotel uses. In addition, the Plan Area anticipates approximately 16 residential units to occur within the Neighborhood Commercial land use designation.

## Globemaster Corridor Specific Plan Initial Study

**Table 1  
Development Potential (Square Feet)**

Existing Land Uses	Proposed Land Use Designations					
	Business Park Zone	Community Commercial	General Industrial Zone	Industrial Commercial	Neighborhood Commercial	Grand Total
<i>Commercial</i>	5,435	197,671	95,151	77,331	30,868	406,456
Auto, Recreation Equipment, Construction Equipment Sales and Service	5,435	18,293	80,037	51,282	1,827	156,874
Bank, Savings and Loan		4,507				4,507
Church					20,900	20,900
Club, Lodge Hall, Fraternal Organization				14,683		14,683
Non-Auto Service and Repair Shop, Paint Shop, or Laundry		36,824				36,824
Restaurant, Cocktail Lounge		8,006		11,366	5,706	25,078
Service Station			15,114		1,653	16,767
Shopping Center (Neighborhood, Community)		121,186				121,186
Store Combination		3,255				3,255
Store		5,600			782	6,382
<i>Industrial</i>	1,464,847	354,056	1,047,609	97,063	27,459	2,991,034
Food Processing Plant			7,369			7,369
Heavy Manufacturing	1,409,441	16,034	84,801			1,510,276
Light Manufacturing	55,406	25,040	482,147	87,319	27,459	677,371
Warehousing, Distribution, Storage		312,982	473,292	9,744		796,018
<i>Office</i>	13,174	3,280	97,629	40,682	0	154,765
Office Building	13,174		82,806	40,682		136,662
Professional Building		3,280	14,823			18,103
<i>Other</i>	0	0	540	9,148	0	9,688
Open Storage			540	9,148		9,688
Parking Lot (Commercial Use Property)	0	0		0		0
Parking Lot (Industrial Use Property)	0	0	0	0	0	0
<b>Total Existing Land Uses</b>	<b>1,483,456</b>	<b>555,007</b>	<b>1,240,929</b>	<b>224,224</b>	<b>58,327</b>	<b>3,561,943</b>
<i>Proposed Land Uses - T1 Development Potential</i>						
General Office	1,406,422	0	0	95,711	0	1,502,133
Medical Office	49,638			3,378		53,016
R&D	198,554			13,512		212,066
Manufacturing	1,486,697	0	810,740	100,246	0	2,397,683
Light Industrial/Warehousing	372,924	266,962	783,332	36,498		1,459,716

# Globemaster Corridor Specific Plan Initial Study

**Table 1  
Development Potential (Square Feet)**

Existing Land Uses	Proposed Land Use Designations					
	Business Park Zone	Community Commercial	General Industrial Zone	Industrial Commercial	Neighborhood Commercial	Grand Total
Retail	0	245,872	334,748	133,113	28,650	742,083
Restaurant	5,000	10,006	10,000	11,366	15,706	52,078
Hotel	0	91,000	0	0	0	91,000
Residential Units					16	16
<b>Total T1 Development Potential</b>	<b>3,519,235</b>	<b>613,840</b>	<b>1,938,820</b>	<b>393,824</b>	<b>44,056</b>	<b>6,509,775</b>
<i>Proposed Land Uses T2 – Development Potential</i>						
Office	3,755,154	0	0	260,031	0	4,015,185
Medical Office	132,535			9,178		141,713
R&D	530,139			36,710		566,849
Manufacturing	2,126,533	0	1,149,601	142,297	0	3,418,431
Light Industrial/Warehousing	526,633	266,962	868,047	47,011		849,607
Retail	0	253,277	368,577	145,444	9,939	463,602
Restaurant	15,000	25,506	39,500	11,366	18,206	84,500
Hotel	0	178,621	0	0	0	178,621
Residential Units					16	16
<b>Total T2 Development Potential</b>	<b>7,085,994</b>	<b>724,366</b>	<b>2,425,725</b>	<b>652,037</b>	<b>28,145</b>	<b>9,718,508</b>
<i>Market Demand (High 10-20 Years - including existing development)</i>					<i>10 Years</i>	<i>20 Years</i>
Office					843,862	1,551,062
Medical Office					43,063	104,229
R&D					11,398	22,797
Manufacturing					1,678,645	1,839,645
Light Industrial/Warehousing					3,088,389	4,703,389
Retail					601,205	821,032
Restaurant					133,351	241,624
Hotel					200,000	400,000
<b>Total Market Demand</b>					<b>6,599,913</b>	<b>9,683,778</b>

# Globemaster Corridor Specific Plan Initial Study

---

## 2.8 Required Permits and Approvals

- Zoning Code Amendment
- General Plan Amendment
- Specific Plan Approval
- Program EIR Certification

### References

Caltrans. 2011. California Airport Land Use Commission Handbook. October 2011. <http://www.dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf>.

CALUP (Los Angeles County Airport Land Use Plan). 2004. Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan. Revised December 1, 2004. [http://planning.lacounty.gov/assets/upl/data/pd\\_alup.pdf](http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf).

City of Long Beach. 2018. Final City Council Adopted Maps Long Beach 2040 General Plan Land Use and Urban Design Element. March 2018. <http://www.longbeach.gov/pages/city-news/long-beach-general-plan-update-is-here/council-districts-march/>.

# Globemaster Corridor Specific Plan Initial Study

---

## 3 INITIAL STUDY CHECKLIST

**1. Project title:**

Globemaster Corridor Specific Plan

**2. Lead agency name and address:**

City of Long Beach  
333 West Ocean Boulevard, 5th Floor  
Long Beach, California 90802

**3. Contact person and phone number:**

Craig Chalfant, Senior Planner  
(562) 570-6368

**4. Project location:**

The Plan Area is located in the central portion of the City of Long Beach, bordering the Long Beach Airport and the cities of Lakewood and Signal Hill to the north and south, respectively. The Plan Area totals approximately 438.3 acres. Cherry Avenue and Spring Street form its central unifying spines. The historic California Heights District and the Bixby Knolls neighborhood are located to the west of Cherry Avenue. To the east of the Plan Area is the Lakewood and Skylinks Golf Courses and the Douglas Park master-planned business park.

**5. Project sponsor's name and address:**

City of Long Beach  
333 West Ocean Boulevard, 5th Floor  
Long Beach, California 90802

**6. General plan designation:**

Current: RSF (Regional-Serving Facilities), CC (Community Commercial), I (Industrial), NI (Neo Industrial), and OS (Open Space)

Proposed: CC (Community Commercial), N (Founding and Contemporary Neighborhood), NSC-L (Neighborhood-Serving Center or Corridor-Low), I (Industrial), RSF (Regional-Serving Facility), and OS (Open Space)

## **Globemaster Corridor Specific Plan Initial Study**

---

**7. Zoning:**

Planned Development 19 (PD-19), IG (General Industrial), CCA (Commercial), P (Park), and I (Institutional).

**8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

The GCSP would guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan Area as defined in the GCSP. The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405, and surrounding residential and business community. See Section 2, Project Description, for further details.

**9. Surrounding land uses and setting (Briefly describe the project's surroundings):**

The Plan Area is surrounded almost entirely by development, consisting of residential, industrial, and commercial land uses, including the Long Beach Airport. The City of Signal Hill and the City of Lakewood are located immediately adjacent to the Plan Area. Further details are provided in Section 2.3, Surrounding Land Uses.

**10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

- Los Angeles County Airport Land Use Commission

# Globemaster Corridor Specific Plan Initial Study

---

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agriculture and Forestry Resources         | <input checked="" type="checkbox"/> Air Quality                   |
| <input type="checkbox"/> Biological Resources                          | <input checked="" type="checkbox"/> Cultural Resources              | <input type="checkbox"/> Geology and Soils                        |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions           | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology and Water Quality   |
| <input checked="" type="checkbox"/> Land Use and Planning              | <input type="checkbox"/> Mineral Resources                          | <input checked="" type="checkbox"/> Noise                         |
| <input checked="" type="checkbox"/> Population and Housing             | <input checked="" type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                               |
| <input checked="" type="checkbox"/> Transportation and Traffic         | <input checked="" type="checkbox"/> Tribal Cultural Resources       | <input checked="" type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance |   |   |

## Globemaster Corridor Specific Plan Initial Study/Environmental Assessment

---

**DETERMINATION:** (To be completed by the Lead Agency)

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 and FINDINGS OF NO SIGNIFICANT IMPACT 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 and FINDINGS OF NO SIGNIFICANT IMPACT will be prepared.
  
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT and ENVIRONMENTAL IMPACT STATEMENT 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 and ENVIRONMENTAL IMPACT STATEMENT is required, but it must analyze only the effects that remain to be addressed.
  
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT, ENVIRONMENTAL IMPACT STATEMENT, NEGATIVE DECLARATION, or FINDINGS OF NO SIGNIFICANT IMPACT pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT ENVIRONMENTAL IMPACT STATEMENT, NEGATIVE DECLARATION, or FINDINGS OF NO SIGNIFICANT IMPACT, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature

9/12/18  
Date

## Globemaster Corridor Specific Plan Initial Study

### 3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS – Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** The viewshed experienced from public areas in the vicinity of the Plan Area is dominated by views of commercial, industrial, and residential development. However, the City of Long Beach General Plan Scenic Routes Element identifies vistas of the ocean, port facilities, oil islands, and flood control channels as valuable view assets. Additionally, Signal Hill, although a separate political entity, is also identified as a visual asset within the City (City of Long Beach 1975). Implementation of the proposed Specific Plan could have a substantial adverse effect on a scenic vista. Therefore, impacts are considered **potentially significant** and this issue will be examined further in the EIR/EIS.

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

**No Impact.** The City of Long Beach does not have any officially designated state scenic highways within the City’s limits. The Pacific Coast Highway, State Route (SR) 1, which traverses the southern portion of the City from northwest to southeast, is currently designated as an Eligible State Scenic Highway, but is not officially designated. It is located approximately 1.3 miles south of the Plan Area (Caltrans 2011). Due to the distance between the Plan Area and SR-1, and because of the intervening development, the Plan Area would not be located within the viewshed of this eligible highway. Therefore, the Proposed Project would result in **no impact** to scenic resources within a state scenic highway. This issue will not be further analyzed in the EIR/EIS.

## Globemaster Corridor Specific Plan Initial Study

---

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

**Potentially Significant Impact.** As described in Section 2, Project Description, the GCSP involves the development and improvement of the 483.3-acre Plan Area through design guidelines related to Specific Plan land use districts and overlay zones. As such, the Proposed Project would result in new development regulations guiding the overall visual character of the Plan Area. The existing visual character of the Plan Area and the surrounding vicinity can be characterized by urban development consisting of commercial, industrial, and residential development near the Long Beach Airport. Further analysis is required to determine the Proposed Project's potential changes to the existing visual character of the surrounding Plan Area. Therefore, impacts are considered **potentially significant** and this issue will be further examined in the EIR/EIS.

- 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.** Existing sources of light and glare in the Plan Area include the existing commercial, industrial, and residential development. Despite the Plan Area being in an urban setting with existing sources of light and glare, implementation of the Specific Plan could create new sources of light or glare within the Plan Area. Therefore, impacts are considered **potentially significant** and this issue will be further examined in the EIR/EIS.

### References

California Department of Transportation (Caltrans). 2011. Caltrans Officially Designated Scenic Highways. Accessed October 7, 2014: [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/lanageles.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/lanageles.htm).

City of Long Beach. 1975. *Scenic Routes Element (Scenic Highways)*. May 9, 1975.

## Globemaster Corridor Specific Plan Initial Study

### 3.2 Agriculture and Forestry Resources

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

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?*

**No Impact.** The project site is located in an urbanized area. According to the California Department of Conservation’s California Important Farmland Finder, most of Los Angeles County is not mapped under the Farmland Mapping and Monitoring Program, and thus, does not contain Prime Farmland, Unique Farmland, or Farmland of State

## Globemaster Corridor Specific Plan Initial Study

---

Importance (collectively “Important Farmland”) (DOC 2017). As such, **no impact** would result under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

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

**No Impact.** The Los Angeles County Williamson Act 2015/2016 Map designates the project site and surrounding land as non-Williamson Act Land (DOC 2016). Since the project site is not an agricultural land use and is not under a Williamson Act contract, **no impact** to an agricultural use or Williamson Act contract would occur under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

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

**No Impact.** The Plan Area is zoned Planned Development 19 (PD-19), IG (General Industrial), CCA (Commercial), P (Park), and I (Institutional). No forest land, timberland, or Timberland Production areas (as defined in California Public Resources Code Sections 12220 (g), 4526, or 51104 (g)) are located within or adjacent to the project site. Therefore, the Proposed Project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to non-forest uses, as none exist. The Proposed Project would be constructed within an existing commercial site. Therefore, **no impact** to forest land or timberland would occur. This issue will not be further analyzed in the EIR/EIS.

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

**No Impact.** See response to item 3.2(c) above. The Proposed Project would be located on an existing commercial site. Therefore, no loss or conversion of forest land would result from implementation of the Proposed Project. **No impact** would occur under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

## Globemaster Corridor Specific Plan Initial Study

---

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

**No Impact.** See responses 3.2(a), 3.2(c), and 3.2(d) above. The Plan Area and most of Los Angeles County is not mapped under the Farmland Mapping and Monitoring Program, and thus, does not contain Important Farmland. No forest land areas, as defined in PRC 12220(g), are located within, or adjacent to, the project site. Therefore, changes to the existing environment that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use would not occur. **No impact** would occur under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

### References

DOC (Department of Conservation). 2016. “Los Angeles County Williamson Act FY 2015/2016.” Accessed August 2018. [ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA\\_15\\_16\\_WA.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf).

DOC. 2017. Los Angeles County Important Farmland 2016. Published July 2017. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf>.

### 3.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Globemaster Corridor Specific Plan Initial Study

---

- a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

**Potentially Significant Impact.** The Plan Area is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is responsible for implementing pollution control strategies through the Air Quality Management Plan (AQMP). The Southern California Association of Governments (SCAG) prepares population, housing, and employment projections that aid SCAQMD in developing these strategies. Implementation of the Specific Plan could result in an increase in stationary and mobile sources of emissions. Thus, the Specific Plan could have an adverse effect on the SCAQMD's implementation of the AQMP. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

**Potentially Significant Impact.** Implementation of the Proposed Project would include redevelopment of the former C-17 Site and surrounding area to allow for an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405 freeway, and surrounding residential and business community. The Proposed Project would likely increase the number of jobs available within the Plan Area (due to the significant job loss that resulted in the area from the C-17 Site closure). In addition, the Community Commercial (CC) district permits a hotel and the Neighborhood Commercial (NC) district permits moderate-density residential development (i.e., townhouse or row house residential units). Although implementation of the GCSP development regulations could result in a similar development intensity as compared to current development regulations, the Proposed Project could result in increased traffic volumes, which could increase air pollutant emissions and violate air quality standards. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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.** The Proposed Project could result in a cumulatively considerable net increase of criteria pollutants under nonattainment according to a federal or state standard. Criteria pollutants under nonattainment in the Basin include ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) (SCAQMD 2017). Ozone formation resulting from

## Globemaster Corridor Specific Plan Initial Study

---

vehicle emissions upon GCSP buildout could contribute to long-term air quality impacts. Further investigation is required to determine the Proposed Project's potential to result in a considerable net increase of these criteria pollutants. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

**Potentially Significant Impact.** Typical sensitive receptors include residences, schools, playgrounds, childcare facilities, athletic facilities, convalescent centers, retirement homes, and health care facilities. Population groups such as children, the elderly, and acutely and chronically ill persons are considered more sensitive to air pollution. The Plan Area is adjacent to single- and multi-family residences, an elementary school, and a park. As previously discussed, implementation of the Specific Plan could significantly contribute to regional and localized air pollution emissions in the Plan Area due to increased vehicle emissions, thus, potentially impacting sensitive receptors. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

**Potentially Significant Impact.** Implementation of the Proposed Project could introduce objectionable odors affecting a substantial number of people. Odors associated with waste and chemicals used during cleaning and facility maintenance may be released from the Plan Area. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

### References

SCAQMD (South Coast Air Quality Management District). 2017. *Final 2016 Air Quality Management Plan*. March 2017. Accessed November 20, 2017. <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

## Globemaster Corridor Specific Plan Initial Study

### 3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less Than Significant Impact.** The City is largely urbanized. In general, suitable habitat for sensitive species, or special-status species, does not occur within the City. Under the existing conditions, the C-17 Site is highly disturbed and generally does not support vegetation. The majority of the Plan Area consists of commercial and industrial uses with

## Globemaster Corridor Specific Plan Initial Study

---

some vegetation and small amounts of unpaved areas. However, the vegetation is ornamental in nature and the Plan Area is entirely surrounded by urban development. As such, the minimal amounts of vegetation present in the Plan Area are not likely to serve as suitable habitat for wildlife.

An electronic database review of the Long Beach Quadrangle and surrounding quadrangles in the California Natural Diversity Database (CNDDDB), California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants, and the U.S. Fish and Wildlife Services' (USFWS) Information for Planning and Consultation (iPAC) was conducted. According to the database review, the Plan Area has been significantly disturbed; but there may be some natural vegetation that could support special-status species (i.e., California gnatcatcher) in the southwestern corner of the Plan Area, within the Willow Springs Park. This portion of the Plan Area is proposed as the Open Space Land Use District, and would remain undisturbed. Therefore, potential impacts to special-status species, including California gnatcatcher, are considered **less than significant**. This issue will not be analyzed further in the EIR/EIS.

- 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?*

**No Impact.** The Plan Area is currently developed with commercial uses and is surrounded by commercial and residential uses. The project site supports limited ornamental vegetation consisting of ornamental trees, grasses, and shrubs. Because the vegetation is ornamental in nature and is situated in an urban environment, it does not constitute a sensitive natural community in and of itself. Thus, riparian habitats and sensitive natural communities do not exist within the Plan Area, and the Proposed Project would result in **no impact** on riparian habitats and other sensitive natural communities. This issue will not be analyzed further in the EIR/EIS.

- 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?*

**No Impact.** The Plan Area does not support any aquatic resources regulated by the U.S. Army Corps of Engineers or California Department of Fish and Wildlife as jurisdictional wetlands, waters of the United States, or waters of the state. Based on a review of the USFWS National Wetlands Inventory, the Plan Area does not contain any blue-line streams

## Globemaster Corridor Specific Plan Initial Study

---

or wetland habitats (USFWS 2018). Due to the urbanized nature of the Plan Area and its surroundings, as well as the absence of any federally protected wetlands within the Plan Area, implementation of the Proposed Project would result in **no impact** to federally protected wetlands. This issue will not be analyzed further in the EIR/EIS.

- 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?*

**Less Than Significant Impact.** As described under item 3.4(c), there are no wetlands or running waters within the Plan Area, and therefore, the Proposed Project would have no potential to affect the movement of migratory fish. The Plan Area is highly urbanized and surrounded by urban uses; therefore, the Plan Area does not function as a wildlife movement corridor. Migratory or nesting birds that have the potential to utilize the on-site trees would be protected under the Migratory Bird Treaty Act of 1918. Therefore, the Proposed Project would have a **less than significant impact** on the movement of native or resident species and on the use of native wildlife nursery sites. This issue will not be analyzed further in the EIR/EIS.

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

**Less Than Significant Impact.** Chapter 4.28 of the Long Beach Municipal Code (LBMC) regulates the care and removal of trees on public property and is intended to preserve and protect the community's urban forest and to promote the health and safety of City trees. Any removal of trees or shrubs within City streets as required for the GCSP would be performed consistent with the LBMC. Due to the requirement to comply with the City's policies that protect street trees, implementation of the Proposed Project would not conflict with the City's policies protecting biological resources, and impacts are considered **less than significant**. This issue will not be analyzed further in the EIR/EIS.

- 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?*

**No Impact.** According to the USFWS's Habitat Conservation Plan (HCP)/Natural Community Conservation Plan (NCCP) Planning Areas identified in the Southern California Map and the California Regional Conservation Plans Map, the Plan Area is neither located within a NCCP nor a HCP (CDFW 2018). As such, there would be **no impact**. This issue will not be analyzed further in the EIR/EIS.

## Globemaster Corridor Specific Plan Initial Study

---

### References

CDFW (California Department of Fish and Wildlife). 2018. California Regional Conservations Plans Map. Accessed August 16, 2018.  
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

USFWS (United States Fish and Wildlife Service). 2018. National Wetlands Inventory, *Wetlands Mapper*. Accessed August 16, 2018. <http://www.fws.gov/wetlands/Data/Mapper.html>.

### 3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

**Potentially Significant Impact.** An historical resources study will be conducted for the Plan Area to determine if any structures meet any of the criteria for historical significance at the local, state, or national level, and to determine if the property is eligible for listing in the National Register of Historic Places or the California Register of Historical Resources. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

**Potentially Significant Impact.** As previously discussed, the Plan Area is located within an urbanized area and has been subject to disturbance in the past. Any archaeological

## Globemaster Corridor Specific Plan Initial Study

---

resources on the project site have likely been previously disturbed. However, any grading, excavation, or other construction activities resulting from implementation of the GCSP that would result in ground disturbance could disturb undiscovered archaeological resources. In conjunction with a records search, a cultural resources study will need to be conducted for the Plan Area to determine if any archaeological resources pursuant to CEQA and NEPA are present on or near the Plan Area. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

**Potentially Significant Impact.** As previously discussed, the Plan Area is located within an urbanized area and has been subject to disturbance in the past. Any paleontological resources or unique geologic features on the project site have likely been previously disturbed. However, any grading, excavation, or other construction activities resulting from implementation of the GCSP that would result in ground disturbance could disturb undiscovered paleontological resources or unique geologic features. In conjunction with a records search, a cultural resources study will need to be conducted for the Plan Area to determine if any paleontological resources or unique geologic features pursuant to CEQA and NEPA are present on or near the Plan Area. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- d) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

**Potentially Significant Impact.** As previously discussed, the Plan Area is located within an urbanized area and has been subject to disturbance in the past. However, any grading, excavation, or other construction activities resulting from implementation of the GCSP that would result in ground disturbance could uncover human remains. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

### 3.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b> – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

## Globemaster Corridor Specific Plan Initial Study

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.*

**Less Than Significant Impact.** The City, like the rest of the Southern California region, is located in a seismically active area. As such, portions of the City are located in areas identified within the Alquist-Priolo Earthquake Fault Zoning Act. The California Geologic Survey (CGS) classifies faults as active, potentially active, or inactive. Known active faults are designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act.

## Globemaster Corridor Specific Plan Initial Study

---

According to the 7.5-Minute Long Beach Quadrangle, the southwestern-most portion of the Plan Area is located within an earthquake fault zone (CGS 1999). However, this portion of the Plan Area is proposed to be Open Space, and no structures are proposed. Therefore, impacts associated with earthquake fault zones are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

*ii) Strong seismic ground shaking?*

**Less Than Significant Impact.** Similar to other areas located in the seismically active Southern California region, the City is susceptible to strong ground shaking during an earthquake. The Newport-Inglewood-Rose Canyon fault is located directly south of the Plan Area, and passes through the proposed Open Space district on the southwestern-most portion. However, future projects under the Proposed Project would be required to be designed in accordance with all applicable provisions established in the most current California Building Code, which sets forth specific engineering requirements to ensure structural integrity during a seismic event (CBC 2016). Compliance with these requirements would reduce the future potential risk to both people and structures with respect to strong seismic ground shaking. Therefore, impacts associated with strong seismic ground shaking are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

*iii) Seismic-related ground failure, including liquefaction?*

**Less Than Significant Impact.** Liquefaction is a result of a sudden loss in strength of saturated soils when subjected to ground vibration, which results in the liquefying of soil to a fluid mass. Liquefaction typically occurs in areas where soils that are below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. In addition, the duration and magnitude of an earthquake must be sufficient to induce liquefaction. If liquefaction occurs near the surface, it will result in an effect similar to quicksand, while if it occurs in deeper layers of the soil, it could result in sliding layers closer to the surface.

According to the General Plan Seismic Safety Element, the Plan Area has minimal to low liquefaction potential (City of Long Beach 1988). Based on the 7.5-Minute Long Beach Quadrangle map, portions of the Plan Area are within liquefaction zones (CGS 1999). This includes a small area near the C-17 Site and along the Cherry Avenue Corridor. Implementation of the GCSP involves the development and implementation of the GCSP, which provides development regulations to Specific Plan land use districts and overlay zones. The Proposed Project does not involve future physical improvements to the areas

## Globemaster Corridor Specific Plan Initial Study

---

underlain by liquefaction zones. Additionally, these areas are already developed with existing residential, industrial, and commercial land uses. Thus, the potential future impacts related to liquefaction are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

*iv) Landslides?*

**Less Than Significant Impact.** The Plan Area and the surrounding vicinity is characterized by relatively flat topography, ranging from approximately 17 to 40 meters above sea level. The most distinct topographical feature in the immediate vicinity of the Plan Area is Signal Hill, located adjacent to the south of the Plan Area and rising to approximately 108 meters above sea level. Furthermore, the 7.5-Minute Long Beach Quadrangle map does not designate the Plan Area and surrounding vicinity as an area that is susceptible to landslides (CGS 1999). Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

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

**Less Than Significant Impact.** The Plan Area is generally flat, which limits the potential for substantial soil erosion. The Proposed Project involves implementation of the GCSP, and does not include physical construction activities that may result in substantial soil erosion or loss of topsoil. Additionally, the existing Plan Area is developed and a change in land use zone would not increase the potential for soil erosion and siltation compared to existing conditions. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

*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?*

**Less Than Significant Impact.** As previously discussed, portions of the Plan Area are located within liquefaction zones. This includes a small area near the C-17 Site and along the Cherry Avenue Corridor. The Proposed Project involves the development and implementation of the GCSP, which provides development regulations to Specific Plan land use districts and overlay zones. The Proposed Project does not involve physical improvements to the areas underlain by liquefaction zones. Additionally, these areas are already developed with existing residential, industrial, and commercial land uses.

Further, the local building official implements and enforces the CBC, local amendments to the CBC, and any more stringent geologic hazard regulations and guidelines through

## Globemaster Corridor Specific Plan Initial Study

---

issuance of building/grading permits and associated plan checks. For this reason, the Proposed Project would not cause, or be exposed to, an increased potential for landslide, subsidence, or liquefaction when compared to existing conditions. Therefore, impacts are considered **less than significant**. This issue will not be analyzed further in the EIR/EIS.

- 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?*

**Less Than Significant Impact.** The Uniform Building Code defines expansive soils as soils that contain high levels of clay that expand when wet and contract when dry, which can damage building foundations and other structures. The General Plan Seismic Safety Element identifies four distinct soil profiles within the City, designated as profiles A through D. The majority of the Plan Area is located in profile D, which consists of predominantly granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths. The southern portion of the Plan Area contains areas in profile A, which consists of predominantly man-made fill areas consisting of hydraulic-fills, assorted man-made fills, and soils of questionable origin, generally composed of fine sand and silt (City of Long Beach 1988).

The Proposed Project involves the development and implementation of the GCSP, which provides development regulations to Specific Plan land use districts and overlay zones. As such, the Proposed Project does not involve physical improvements to the areas located on expansive soils. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

- 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 waste water?*

**No Impact.** The City of Long Beach is served by existing sewage infrastructure, and future development under the GCSP would not involve the use of septic tanks or any other alternative waste water disposal systems. Wastewater generated within the Plan Area could be disposed of via connections to the existing sewage system. As such, there would be **no impact** and this issue will not be further analyzed in the EIR/EIS.

# Globemaster Corridor Specific Plan Initial Study

---

## References

CBC (California Building Code). 2016. “2016 California Building Code: California Code of Regulations; Title 24. Based on the 2015 International Building Code. Sacramento, California: California Building Standards Commission. July 2016. [http://www.ecodes.biz/ecodes\\_support/Free\\_Resources/2013California/13Building/13Building\\_main.html](http://www.ecodes.biz/ecodes_support/Free_Resources/2013California/13Building/13Building_main.html).

CGS (California Geological Survey).1999. 7.5-Minute Long Beach Quadrangle. Released March 25, 1999.

City of Long Beach. 1988. *City of Long Beach General Plan Public Safety Element*. August 9, 1988.

## 3.7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GREENHOUSE GAS EMISSIONS</b> – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** Global climate change is a cumulative impact; an individual project has a potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases (GHGs). Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no noncumulative GHG emissions impacts from a climate change perspective (CAPCOA 2008). This approach is consistent with that recommended by the California Natural Resources Agency, which noted in its public notice for the proposed CEQA amendments that the evidence indicates that, in most cases, the impact of GHG emissions should be considered in the context of a cumulative impact, rather than a project-level impact (CNRA 2009a). Similarly, the Final Statement of Reasons for Regulatory Action for amendments to the CEQA Guidelines confirms that an EIR or other environmental

## Globemaster Corridor Specific Plan Initial Study

---

document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable (CNRA 2009b).

Operation of the Proposed Project would result in GHG emissions associated with mobile sources, natural gas usage, electrical generation, water supply, wastewater, and solid waste disposal. Further analysis is required to determine the estimated project-generated GHG emissions and their impact on global climate, based on the GCSP buildout assumptions. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

**Potentially Significant Impact.** There are several federal and state regulatory measures aimed at identifying and reducing GHG emissions, most of which focus on area-source emissions (e.g., energy use) and changes to the vehicle fleet (hybrid, electric, and more fuel-efficient vehicles). The Global Warming Solutions Act (Assembly Bill [AB] 32) prepared a scoping plan and its first update, which established regulations to reduce California GHG emission levels to 431 million metric tons of carbon dioxide equivalent per year (CARB 2014). Although implementation of the GCSP development regulations could result in similar development intensity compared to current development regulations, the GCSP buildout could result in increased traffic volumes, which could conflict with AB 32. Further investigation is required to determine the estimated Proposed Project-generated GHG emissions and their relationship to AB 32 and other applicable plans and policies. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

### References

- CAPCOA (California Air Pollution Control Officers Association). 2008. *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January 2008.
- CARB (California Air Resources Board). 2014. *First Update to the Climate Change Scoping Plan: Building on the Framework Pursuant to AB 32, the California Global Warming Solutions Act of 2006*. May 2014. Accessed November 20, 2017. [http://www.arb.ca.gov/cc/scopingplan/2013\\_update/first\\_update\\_climate\\_change\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf).

## Globemaster Corridor Specific Plan Initial Study

CNRA (California Natural Resources Agency). 2009a. “Notice of Public Hearings and Notice of Proposed Amendment of Regulations Implementing the California Environmental Quality Act.” Sacramento, California: CNRA. [http://www.ceres.ca.gov/ceqa/docs/Notice\\_of\\_Proposed\\_Action.pdf](http://www.ceres.ca.gov/ceqa/docs/Notice_of_Proposed_Action.pdf).

CNRA. 2009b. Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97. December 2009.

### 3.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Globemaster Corridor Specific Plan Initial Study

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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.** Under existing conditions, a portion of the Plan Area is located within the former Boeing manufacturing facilities. The former operations located within this portion of the Plan Area involved manufacturing uses, which required the use of hazardous materials. As part of the cleanup efforts ongoing as a result of the site’s closure, the Los Angeles Regional Water Quality Control Board (RWQCB) is overseeing the remediation activities at the C-17 Site.

Implementation of the GCSP would result in the former C-17 Site being designated as a Business Park Zone. The Business Park Zone proposes new street infrastructure, and potentially, additional utility connections. As such, approval of the GCSP would allow for new future construction, within the appropriate development regulations, on a potentially hazardous site. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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?*

**Potentially Significant Impact.** As previously addressed in Section 3.8(a), approval of the GCSP would allow for new future construction, within the appropriate development regulations, on a potentially hazardous site. As such, future development under the Proposed Project could potentially release hazardous materials into the environment during construction and operation. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

## Globemaster Corridor Specific Plan Initial Study

---

- 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.** The Plan Area is located within 0.25 mile of an existing school. Specifically, the nearest school to the Plan Area is Burroughs Elementary School (Signal Hill, CA 90755), located adjacent to the Plan Area boundary along 33<sup>rd</sup> Street and Walnut Avenue. As stated previously, future development under the Proposed Project could potentially result in the accidental release of hazardous materials into the environment. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

**Potentially Significant Impact.** The Plan Area may be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. A portion of the Plan Area was previously used for aircraft manufacturing. As such, a hazardous materials site search is required to determine potential impacts associated with the previous operations of the Boeing manufacturing facility. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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.** The Plan Area is located adjacent to the Long Beach Airport and is subject to compatibility criteria adopted by the ALUC for the Long Beach Airport. An airport compatibility analysis is required to determine safety compatibility between the Long Beach Airport and implementation of the GCSP. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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?*

**No Impact.** There are no private airstrips located in the City or in areas directly adjacent to the City. Therefore, **no impacts** would occur. This issue will not be further analyzed in the EIR/EIS.

## Globemaster Corridor Specific Plan Initial Study

---

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

**Less Than Significant Impact.** Approval of the Proposed Project would allow for development and improvement of the Specific Plan land use districts and overlay zones. Future development within the Plan Area would not allow development with inadequate emergency access. Future development under the Proposed Project would not conflict with existing plans governing emergency access. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

- h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

**No Impact.** The City is generally urbanized and built out, and there are no properties adjacent to wildlands. In addition, the City is not listed by the California Department of Forestry and Fire Protection (CAL FIRE) as a community at risk to impacts associated with a wildlife (CAL FIRE 2001). Therefore, the proposed project would have **no impact**, as it would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This issue will not be further analyzed in the EIR/EIS.

### References

CAL FIRE. 2001. Communities At Risk From Wildlife. April 13, 2001. [http://frap.fire.ca.gov/data/frapgismaps/pdfs/comrisk\\_map.pdf](http://frap.fire.ca.gov/data/frapgismaps/pdfs/comrisk_map.pdf).

### 3.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Globemaster Corridor Specific Plan Initial Study

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** Pursuant to Section 402 of the Clean Water Act, the United States Environmental Protection Agency (EPA) establishes regulations under the National Pollutant Discharge Elimination System (NPDES) program to control storm water discharges. In the City of Long Beach, the Los Angeles Regional Water Quality Control Board (RWQCB) administers NPDES permits and is responsible for establishing wastewater discharge requirements and standards. Analysis is required to determine whether water quality standards or waste discharge requirements could be violated as a result of implementing the Proposed Project. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

## Globemaster Corridor Specific Plan Initial Study

---

- 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 (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

**Potentially Significant Impact.** As previously described, water service is provided by the LBWD. According to the 2015 UWMP, groundwater is the primary source of drinking water in Long Beach. LBWD pumps groundwater from an adjudicated groundwater basin, the Central Basin Aquifer. LBWD currently has the right to extract 32,692 acre-feet of water per year (City of Long Beach Water Board Commissioners 2016). Based on information provided in the 2015 UWMP demand scenario, the LBWD has adequate supplies to meet projected demands for a single dry-year supply and demand scenario, as well as a multiple dry-year supply and demand scenario, through 2040. However, further investigation is required to determine estimated water demands associated with future development under the Proposed Project. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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?*

**Less Than Significant Impact.** The Proposed Project involves the implementation of the GCSP, and does not include physical construction activities that may result in substantial soil erosion or siltation. Additionally, the existing Plan Area is developed and a change in the land use zone would not increase the potential for soil erosion and siltation compared to existing conditions. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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?*

**Less Than Significant Impact.** There are no natural surface water features present on-site that could be altered as a result of implementing the Proposed Project. As previously addressed in Section 3.9(c), the Proposed Project involves the implementation of the GCSP. In addition, the Plan Area is largely developed and there is unlikely to be an increase in

## Globemaster Corridor Specific Plan Initial Study

---

impervious areas, which could increase the amount of surface runoff. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

**Potentially Significant Impact.** The Proposed Project would require construction of new stormwater mains to support the Plan Area. Although the Plan Area is developed and would not substantially increase impervious surfaces, further analysis is needed to determine the potential impacts associated storm drain system capacity. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- f) *Would the project otherwise substantially degrade water quality?*

**Potentially Significant Impact.** As previously addressed in Section 3.9(a), the Proposed Project has the potential to degrade water quality, and as such, further analysis is required to determine whether water quality standards would be violated as a result of implementing the Proposed Project. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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 or other flood hazard delineation map?*

**No Impact.** According to the Federal Emergency Management Agency's Flood Hazard Map (Flood Insurance Rate Map No. 06037C1960F and 0603C1970F), the Plan Area is located in Zone X, which includes areas determined to be outside of the 0.2% annual chance floodplain (FEMA 2008). Therefore, **no impact** associated with placing housing within a 100-year flood hazard area would occur. This issue will not be further analyzed in the EIR/EIS.

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

**No Impact.** As discussed in Section 3.9(g), the Plan Area is not located within a 100-year flood hazard area. Therefore, future development under the GCSP would not place structures within a flood area that would impede and redirect flood flows, and **no impact** would occur. This issue will not be analyzed further in the EIR/EIS.

## Globemaster Corridor Specific Plan Initial Study

---

- 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?*

**Less Than Significant Impact.** According to the Public Safety Element of the General Plan, the failure of structures that might cause flooding are dikes in the waterfront area of the City and flood-control dams which lie upstream from the City of Long Beach. Areas within 2 feet above mean sea level (msl) are considered most susceptible and areas between 2 and 5 feet above msl are considered secondary flooding zones (City of Long Beach 1975).

Three flood control dams lie upstream from the City: Sepulveda Basin, Hansen Basin, and Whittier Narrows Basin. The Sepulveda and Hansen Basins lie more than 30 miles upstream from where the LA River passes through the City. Due to the intervening low and flat ground and the distance involved, flood waters resulting from a dam failure at either of these reservoirs would be expected to dissipate before reaching the City of Long Beach. In the event of failure of the Whittier Narrows Dam while full, flooding could occur along both sides of the San Gabriel River where it passes through the City, but would probably be most severe on the east side of the river channel. Due to the infrequent periods of high precipitation and high river flow, the probability of flooding as a result of seismically induced failure of these structures is considered to be very low (City of Long Beach 1975). Thus, impacts are considered **less than significant** under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

- j) *Inundation by seiche, tsunami, or mudflow?*

**Less Than Significant Impact.** The Plan Area is not located within a potential tsunami inundation area as identified in the Public Safety Element of the General Plan (City of Long Beach 1975). Further, the Plan Area is located approximately 3.15 miles inland from the coast at its most southern point. The possibility of a tsunami affecting the Plan Area is considered to be remote. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The Plan Area is not located within close proximity of a body of water that would likely produce a seiche hazard. Mudflow is a response to heavy rainfall in steep terrain (made more likely in recent burn areas). Because the Plan Area is currently developed and flat-lying, it is not subject to mudslides. For these reasons, impacts resulting from inundation by seiche, tsunami, or mudflow is considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

## Globemaster Corridor Specific Plan Initial Study

---

### References

City of Long Beach. 1975. *City of Long Beach General Plan Public Safety Element*. May 1975.

FEMA (Federal Emergency Management Agency). 2008. Flood Insurance Rate Map No. 06037C1960F and 0603C1970F. Effective September 26, 2008. Accessed August 16, 2018. <https://msc.fema.gov/portal>.

### 3.10 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. LAND USE AND PLANNING</b> – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) *Would the project physically divide an established community?***

**Less Than Significant Impact.** Implementation of the GCSP would not physically divide an established community. The Plan Area is surrounded almost entirely by development, consisting of residential, industrial, and commercial land uses, including the Long Beach Airport. While there are residential neighborhoods in the vicinity of the Plan Area, the Proposed Project area does not contain any neighborhoods that would be removed or divided as a result of future development under the Proposed Project. Thus, the Proposed Project would result in a **less than significant impact** to established communities. This issue will not be further analyzed in the EIR/EIS.

## Globemaster Corridor Specific Plan Initial Study

---

- 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.** The Proposed Project involves the implementation of the GCSP, which will guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan Area as defined in the GCSP. The GCSP would be a new planning area within the City and would include goals, policies, and strategies that are generally consistent with the City’s existing General Plan and Zoning Code. However, further analysis is required to determine whether approval of the Proposed Project would conflict with the General Plan, Zoning Code, the ALUC for Long Beach Airport, and the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP). Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Impact.** According to the USFWS’s HCP/NCCP Planning Areas in the Southern California Map and the California Regional Conservation Plans Map, the Plan Area is neither located within the NCCP nor the HCP (CDFW 2018). As such, there would be **no impact**, and this issue will not be further analyzed in the EIR/EIS.

### References

CDFW (California Department of Fish and Wildlife). 2018. California Regional Conservation Plans Map. Accessed August 16, 2018.  
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

### 3.11 Mineral Resources

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XI. MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Globemaster Corridor Specific Plan Initial Study

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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?***

**No Impact.** According to the City’s General Plan Conservation Element (City of Long Beach 1973), the primary mineral resources within the City have historically been oil and natural gas. However, over the last century, oil and natural gas extractions have been diminished as the resources have become increasingly depleted. Although extraction operations continue, they are on a reduced scale as compared to past levels. Furthermore, the California Geological Survey Aggregate Sustainability in California Map does not identify the Plan Area as an aggregate reserve (CGS 2018). Therefore, the Proposed Project would not lead to the loss of availability of regionally important mineral resources in the City, and **no impact** would occur. This issue will not be further analyzed in the EIR/EIS.

- 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?***

**No Impact.** As described under item 3.11(a), the City’s General Plan states that oil and natural gas extractions have been diminished as the resources have become increasingly depleted (City of Long Beach 1973). Furthermore, the Plan Area is not located in the area containing aggregate reserves (CGS 2018). For these reasons, implementation of the Proposed Project would not result in the loss of availability of a locally important mineral resource and **no impact** would occur. This issue will not be further analyzed in the EIR/EIS.

### References

- City of Long Beach. 1973. *City of Long Beach General Plan Conservation Element*. April 30, 1973.
- CGS (California Geological Survey). 2018. California Geological Survey Aggregate Sustainability. Updated 2018. Accessed August 16, 2018. [http://www.conservation.ca.gov/cgs/Documents/MS52\\_California\\_Aggregates\\_Map\\_201807.pdf](http://www.conservation.ca.gov/cgs/Documents/MS52_California_Aggregates_Map_201807.pdf).

## Globemaster Corridor Specific Plan Initial Study

### 3.12 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. NOISE – Would the project result in:</b>				
a) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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.** The City has adopted a quantitative Noise Control Ordinance (LBMC Chapter 8.80), which sets forth all noise regulations controlling unnecessary, excessive, and annoying noise and vibration in the City. As outlined in Section 8.80.150 of the LBMC, maximum exterior noise levels are based on land use districts. The City’s Noise Control Ordinance also governs the time of day that construction work can be conducted. The Noise Ordinance prohibits construction, drilling, repair, alteration, or demolition work between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday, and after 6:00 p.m. on Saturday, or at any time on Sundays or federal holidays (City of Long Beach 2018).

## Globemaster Corridor Specific Plan Initial Study

---

Approval of the Proposed Project would allow for redevelopment of the former C-17 Site and set development regulations for the Plan Area. Future development and implementation of the GCSP could potentially result in the exposure of persons or generation of noise levels in excess of the City's Noise Control Ordinance. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

**Potentially Significant Impact.** As previously addressed in Section 3.12(a), future development and implementation of the GCSP could potentially result in excessive noise levels. Given the close proximity of Burroughs Elementary School, as well as nearby residential uses, students, teachers, and residents could be temporarily annoyed. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Potentially Significant Impact.** The Proposed Project is already developed with an existing use that generates ambient noise. However, further investigation is required to determine whether the buildout of the GCSP would result in a substantial increase in ambient noise compared to the existing conditions. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Potentially Significant Impact.** As previously addressed in Section 3.12(b), the Proposed Project's temporary noise increases could result in a substantial temporary or periodic increase in ambient noise levels. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- e) *Would the project be 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.** The Plan Area is located adjacent to the Long Beach Airport and is subject to compatibility criteria adopted by the ALUC for the Long Beach Airport. An airport compatibility analysis is required to determine noise compatibility

## Globemaster Corridor Specific Plan Initial Study

---

between the Long Beach Airport and implementation of the GCSP. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- f) *Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** There are no private airstrips located in the City or in areas directly adjacent to the City. Therefore, **no impact** would occur. This issue will not be further analyzed in the EIR/EIS.

### References

City of Long Beach. 2018. Long Beach Municipal Code Chapter 8.80, Noise. Current through July 9, 2018. Accessed August 16, 2018. [https://library.municode.com/ca/long\\_beach/codes/municipal\\_code](https://library.municode.com/ca/long_beach/codes/municipal_code).

### 3.13 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. POPULATION AND HOUSING – Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Potentially Significant Impact.** Implementation of the Proposed Project would include future redevelopment of the former C-17 Site and surrounding area to allow for an employment district in an area adjacent to the Long Beach Airport, I-405 freeway, and surrounding residential and business community. The Proposed Project would likely

## Globemaster Corridor Specific Plan Initial Study

---

increase the number of jobs available within the Plan Area (due to the significant job loss that resulted in the area from closure of the C-17 Site). In addition, the Community Commercial (CC) district permits a hotel and the Neighborhood Commercial (NC) district permits moderate-density residential development (i.e., townhouse or row house residential units). Although implementation of the GCSP development regulations could result in similar development intensity compared to current development regulations, further analysis is required to compare these standards. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

**No Impact.** The Proposed Project involves the development and improvement of the 483.3-acre Plan Area through design guidelines related to Specific Plan land use districts and overlay zones. As no housing currently exists within the boundaries of the Plan Area, implementation of the Proposed Project would not result in the displacement of existing housing. As such, there would be **no impact**. This issue will not be further analyzed in the EIR/EIS.

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

**No Impact.** As stated above, the Proposed Project would not result in the displacement of existing housing. Implementation of the Proposed Project would include future redevelopment of the former C-17 Site and surrounding area. The Proposed Project would likely increase the number of jobs available within the Plan Area (due to the significant job loss that resulted in the area from closure of the C-17 Site). As such, additional employment on the project site would not displace substantial numbers of people. Consequently, implementation of the Proposed Project would not lead to the construction of housing elsewhere, and **no impact** would occur. This issue will not be further analyzed in the EIR/EIS.

### 3.14 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. PUBLIC SERVICES</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				

## Globemaster Corridor Specific Plan Initial Study

---

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

***Fire protection?***

**Potentially Significant Impact.** The City of Long Beach Fire Department (LBFD) provides fire protection, emergency medical and rescue services, and public education activities throughout the City (LBFD 2018). The nearest station to the Plan Area is Station No. 16 (2890 E. Wardlow Road), located adjacent to the Long Beach Airport. Although approval of the Proposed Project would not impact the number of existing fire stations within the Plan Area, the new land use zones could introduce new uses, which require additional fire protection services. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

***Police protection?***

**Potentially Significant Impact.** The City of Long Beach Police Department (LBPD) is responsible for law enforcement protection throughout the City. The LBPD has over 800 sworn officers, and a total staffing of over 1,200 personnel (LBPD 2018). Although approval of the Proposed Project would not impact the number of existing police officers, the new land use zones could introduce new uses, which require additional police protection services. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

***Schools?***

**Less Than Significant Impact.** The City is served by the Long Beach Unified School District (LBUSD). An impact to the LBUSD could occur if GCSP development regulations result in greater development intensity compared to current development

## Globemaster Corridor Specific Plan Initial Study

---

regulations, and thereby increase population growth. As previously mentioned, the Proposed Project would likely increase the number of jobs available within the Plan Area (due to the significant job loss that resulted in the area from closure of the C-17 Site). In addition, the Community Commercial (CC) district permits a hotel and the Neighborhood Commercial (NC) district permits moderate-density residential development (i.e., townhouse or row house residential units). Since the GCSP would allow for only a minor increase in housing in the Plan Area (16 units), most of the new population in the City resulting from increased employment opportunities would likely move into existing residences. Furthermore, any new proposed housing projects in other parts of the City would be required to undergo their own schools needs analysis to ensure that the LBUSD is not impacted. Therefore, impacts are considered **less than significant** under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

### *Parks?*

**Less Than Significant Impact.** As further described below, the GCSP proposes to establish an Open Space District, a designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area. Further, the GCSP establishes Open Space Standards for each Land Use District, aimed at creating common open space areas including landscaped street-facing setbacks, street sidewalks, parkways, and pedestrian corridors. Thus, the Proposed Project would aim to preserve existing open spaces and provide more open space throughout the City. Therefore, impacts are considered **less than significant** under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

### *Other public facilities?*

**Potentially Significant Impact.** Approval of the GCSP could result in greater development intensity compared to current development regulations, and thereby increase population growth. As previously mentioned, the Proposed Project would likely increase the number of jobs available within the Plan Area (due to the significant job loss that resulted in the area from closure of the C-17 Site). In addition, the Community Commercial (CC) district permits a hotel and the Neighborhood Commercial (NC) district permits moderate-density residential development (i.e., townhouse or row house residential units). Thus, further analysis is required to determine potentially induced population growth, thereby resulting in impacts to public facilities. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

# Globemaster Corridor Specific Plan Initial Study

## References

LBFD (Long Beach Fire Department). 2018. Long Beach Fire Department Home Page. Accessed August 15, 2018. <http://www.longbeach.gov/fire/>.

LBPD (Long Beach Police Department). 2018. "About the LBPD." Accessed August 15, 2018. <http://www.longbeach.gov/police/about-the-lbpd/>.

## 3.15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. RECREATION</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** The Proposed Project involves the implementation of the GCSP, which would guide redevelopment within the former C-17 Site and surrounding industrial/commercial use areas. The GCSP proposes to establish an Open Space District, a designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area. Furthermore, the GCSP establishes Open Space Standards for each Land Use District, aimed at creating common open space areas including landscaped street-facing setbacks, street sidewalks, parkways, and pedestrian corridors. Thus, the Proposed Project would aim to preserve existing open spaces and provide more open space throughout the City. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

## Globemaster Corridor Specific Plan Initial Study

- 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?*

**Less Than Significant Impact.** Approval of the GCSP is considered a policy/planning action and would not result in physical improvements to the Plan Area. Additionally, the Specific Plan would preserve existing open space areas. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

### 3.16 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC – Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Globemaster Corridor Specific Plan Initial Study

---

- a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

**Potentially Significant Impact.** Full buildout of the Specific Plan has the potential to result in an increase in daily and peak-hour traffic within the Plan Area and surrounding areas. The resulting increase could exceed existing plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system. An increase in vehicle trips could result in a **potentially significant impact**. As such, a traffic impact analysis will be conducted, and the results will be included in the EIR/EIS.

- b) *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

**Potentially Significant Impact.** The Los Angeles County Metropolitan Transportation Authority administers the Congestion Management Program (CMP), a State-mandated program designed to address the impacts of urban congestion on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP establishes a minimum standard of level of service (LOS) E for signalized roadway intersections in the County. In addition, the CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location during either AM or PM weekday peak hours. It is unknown whether the Proposed Project would conflict with LOS or any other standards set by the CMP, and as such, impacts are considered **potentially significant**. A traffic impact analysis will be conducted, and the results will be included in the EIR/EIS.

- 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?*

**Less Than Significant Impact.** Although approval of the Proposed Project would allow for future development and improvement of the Specific Plan land use districts and overlay zones, future development would not interfere with air traffic patterns. The proximity of the Plan Area to the Long Beach Airport will require that future land uses within the Plan Area be compatible with airport operations. As previously mentioned in

## Globemaster Corridor Specific Plan Initial Study

---

Section 2.1.2, Related Plans, the Specific Plan would comply with airport compatibility standards set forth by both the 2004 CALUP and 2011 Handbook. Therefore, future development under the Proposed Project would not result in changes to air traffic patterns, and impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

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

**Less Than Significant Impact.** Although approval of the Proposed Project would allow for development and improvement of the Specific Plan land use districts and overlay zones, the Proposed Project would not involve any major modifications that would increase hazards due to design features. The GCSP includes potential new roadways within the Plan Area that would be consistent with existing land use strategies and developments within the City. In addition, the Proposed Project would not result in incompatible uses. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

- e) *Would the project result in inadequate emergency access?*

**Less Than Significant Impact.** Approval of the Proposed Project would allow for future development and improvement of the Specific Plan land use districts and overlay zones. Future development within the Plan Area would not allow development with inadequate emergency access. The Proposed Project would not conflict with existing plans governing emergency access. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

- f) *Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

**Less Than Significant Impact.** Transit routes in the City consist of both metro rail and bus routes. The bus lines servicing the City consist of LB Transit, Metro, and OCTA. The Plan Area is serviced via LB Transit Lines 21, 22, and 131, which travel along Cherry Avenue and have stops at Carson Street and Wardlow Road.

Additionally, the City has over 60 miles of off-street bike and pedestrian paths. The local bicycle facilities within, and in close proximity to, the Plan Area are located along Spring Street, Bixby Road, Carson Street, Orange Avenue, and Cover Street. Each of these bike lanes is part of a larger proposed interconnected bicycle network in the City.

## Globemaster Corridor Specific Plan Initial Study

The GCSP includes design guidelines for a circulation plan within the Plan Area. The new street sections proposed would include modifications to existing streets and new street typologies within the Plan Area to improve accessibility and connectivity for active transportation modes, including pedestrians and cyclists traveling through and to/from the Plan Area. Although the approval of the Proposed Project would guide future development on the existing circulation system within the Plan Area, the GCSP would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

### 3.17 Tribal Cultural Resources

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

- a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
- i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

## Globemaster Corridor Specific Plan Initial Study

---

**Potentially Significant Impact.** A record search of the Plan Area will need to be requested to determine if any portion of the area is on a local, state or national register of historical resources. A historical resources study will be conducted for the Plan Area, and the results will be addressed within the EIR/EIS. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

**Potentially Significant Impact.** As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted, and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that has the potential to affect or cause a substantial adverse change in the significance of a tribal cultural resource requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the project area. In accordance with California AB 52 requirements, the City will need to contact the Native American Heritage Commission to request a Sacred Lands File search and a list of tribes with traditional and/or cultural places located within the boundaries of Los Angeles County. Once this list is obtained and the Notice of Preparation is sent out, the City must reach out to any tribal representatives requesting consultation under AB 52. The tribe must respond to the lead agency within 30 days of receipt of the notification to engage in consultation on the Proposed Project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

In compliance with AB 52, the City will notify all applicable tribes, and the City will participate in any requested consultations. For informational purposes, analysis on this topic will be addressed in the EIR/EIS. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

## Globemaster Corridor Specific Plan Initial Study

### 3.18 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** The LBWD services the Plan Area for wastewater collection and treatment. The LBWD operates and maintains approximately 765 miles of sanitary sewer lines and ultimately delivers the majority of the City's wastewater to the JWPC) of the LACSD. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the LACSD. Tertiary treated sewage from these facilities is used to irrigate public landscaping through the recycled water program and recharge the groundwater basin.

The wastewater infrastructure for the immediate Plan Area vicinity primarily consists of vitrified clay pipe (VCP). Based on a general assessment of the facility maps, the current

## Globemaster Corridor Specific Plan Initial Study

---

wastewater infrastructure appears acceptable to meet the demands of the current land use. Future sewer mains to service the Plan Area will more than likely connect into the existing larger sewer trunk main. Although the JWPCP and Long Beach Water Reclamation Plan are already in compliance with the Regional Water Quality Control Board's (RWQCB's) standard, further capacity analysis is required to determine buildout flow conditions for the GCSP. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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?*

**Potentially Significant Impact.** The Proposed Project would connect to municipal water and wastewater services, which are operated and maintained by the LBWD. Based on a general assessment of the facility maps, the current water and wastewater infrastructure appears acceptable to meet current demands. However, future PVC water improvements intended to service the Plan Area will likely connect into the larger 20- to 36-inch transmission water mains located along Cherry Avenue, Wardlow Road, Saint Louis Avenue, and 32nd Street. Additionally, future sewer mains to service the Plan Area will more than likely connect into the existing larger sewer trunk mains. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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.** The Proposed Project would require construction of new stormwater mains to support the Plan Area. Although the Plan Area is developed and would not substantially increase impervious surfaces, further analysis is needed to determine potential impacts associated with construction of new storm drain system connections. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**Potentially Significant Impact.** As previously described, water service is provided by the LBWD. Based on information provided in the 2015 UWMP demand scenario, the LBWD has adequate supplies to meet projected demands for a single dry-year supply and

## Globemaster Corridor Specific Plan Initial Study

---

demand scenario, as well as a multiple dry-year supply and demand scenario, through 2040 (City of Long Beach Board of Water Commissioners 2016). Furthermore, the Metropolitan Water District of Southern California (MWD) 2015 UWMP states that the MWD has supply capabilities that would be sufficient to meet expected demands from 2020 through 2040 under the single dry-year and multiple dry-year hydrologic conditions (Metropolitan Water District of Southern California 2016). Thus, the City and MWD's UWMP account for increased demand as growth within the City occurs. However, approval of the GCSP could allow future new land uses that require further investigation to determine if the LBWD has sufficient water supplies to serve to Plan Area. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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.** As discussed under response 3.18(a), further capacity analysis is required to determine buildout flow conditions for the GCSP. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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.** Solid waste that is not hazardous is transported to municipal landfills. Approval of the Proposed Project would allow for development and improvement of the Specific Plan land use districts and overlay zones. New land uses allowed by the GCSP require further investigation to determine if existing municipal landfills could accommodate the Proposed Project's solid waste disposal needs. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

**Less Than Significant Impact.** The California Integrated Waste Management Act (AB 939) changed the focus of solid waste management from landfill to diversion strategies such as resource reduction, recycling, and composting. The intent of these diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25% by 1995 and 50% by 2000. As of 2010, the City had accomplished a waste diversion rate of 72 percent. The City provides curbside

## Globemaster Corridor Specific Plan Initial Study

---

recycling and collection of green waste for all residences within the City; both of these collection services count toward the City’s diversion rate. In addition, the City has adopted an ordinance that requires certain demolition and/or construction projects to divert at least 60% of waste through recycling, salvage, or deconstruction. The Construction & Demolition Debris Recycling (C&D) Program, which took effect on November 5, 2007, aims to encourage permit applicants to recycle all C&D materials through a refundable performance deposit. The C&D program also encourages the use of green building techniques in new construction and promotes reuse or salvaging of recyclable materials in demolition, deconstruction, and construction projects. Additionally, future projects under the GCSP would be required to comply with adopted programs and federal, state, and local regulations pertaining to solid waste, including the LBMC Chapter 50, Solid Waste Management, and Chapter 53, Construction and Demolition Materials Management. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

### References

City of Long Beach Board of Water Commissioners. 2016. 2015 Urban Water Management Plan. June 2, 2016. <http://www.lbwater.org/sites/default/files/documents/Draft2015UWMP.pdf>.

Metropolitan Water District of Southern California. 2016. 2015 Urban Water Management Plan. June 2016. [http://www.mwdh2o.com/PDF\\_About\\_Your\\_Water/2.4.2\\_Regional\\_Urban\\_Water\\_Management\\_Plan.pdf](http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf)

### 3.19 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIX. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Globemaster Corridor Specific Plan Initial Study

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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.** The Plan Area is surrounded almost entirely by development, consisting of residential, industrial, and commercial land uses, including the Long Beach Airport. As such, the Plan Area does not currently support substantial wildlife or fish habitat, fish or wildlife populations, or plant and wildlife communities. As described in Section 3.4, Biological Resources, a database review revealed the Plan Area has been significantly disturbed; however, there may be some natural vegetation that could support special-status species (i.e., California gnatcatcher) in the southwestern corner of the Plan Area, within the Willow Springs Park. However, this portion of the Plan Area is proposed in the GCSP as the Open Space Land Use District, and would remain undisturbed. Therefore, potentially impacts to special-status species, including California gnatcatcher, would not occur.

As described in Section 3.5, Cultural Resources, a cultural resources study will be conducted for the Plan Area to determine if any structures on-site meet any of the criteria for significance at the local, state, or national level, and if the property is eligible for listing in the California Register of Historical Resources and/or National Register of Historic Places.

## Globemaster Corridor Specific Plan Initial Study

---

The Plan Area may also be underlain with archaeological resources and/or paleontological resources. Excavations made during construction from new land uses under the GCSP could have the potential to uncover important cultural resources. Further, Native American Heritage Commission records, South Central Coastal Information Center records, and requesting Native American tribes will be consulted regarding the presence of archaeological resources at the project site or to identify areas of known cultural and tribal value. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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.** The Proposed Project could have impacts that are individually limited but cumulatively considerable. The EIR/EIS will analyze past, present, and reasonably foreseeable projects in the vicinity of the project site. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

**Potentially Significant Impact.** The Proposed Project could have environmental effects that would cause substantial adverse effects on human beings. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

# Globemaster Corridor Specific Plan Initial Study

---

INTENTIONALLY LEFT BLANK

# Globemaster Corridor Specific Plan Initial Study

---

## **4 REPORT PREPARERS**

### **City of Long Beach**

Linda F. Tatum, FAICP, Director of Development Services  
Carrie Tai, AICP, Current Planning Officer  
Scott Kinsey, AICP, Senior Planner  
Craig Chalfant, Senior Planner

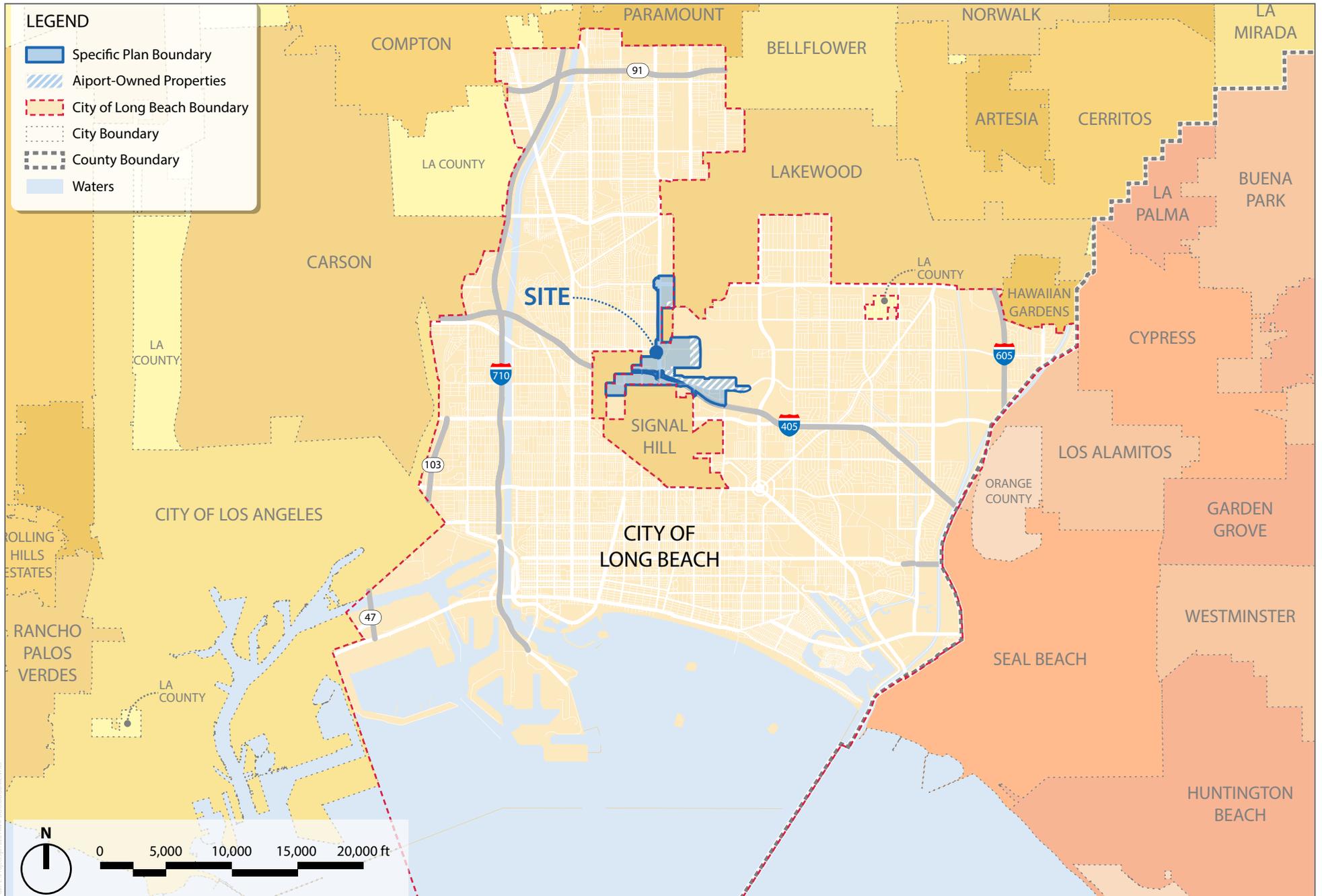
### **Dudek**

Ruta K. Thomas, REPA, Project Manager  
Ryan Henry, Senior Biologist  
Sabrina Alonso, Environmental Analyst  
Dana Link-Herrera, Environmental Analyst  
Curtis Battle, GIS Technician  
Chelsea Ringenback, Publications Specialist

# Globemaster Corridor Specific Plan Initial Study

---

INTENTIONALLY LEFT BLANK

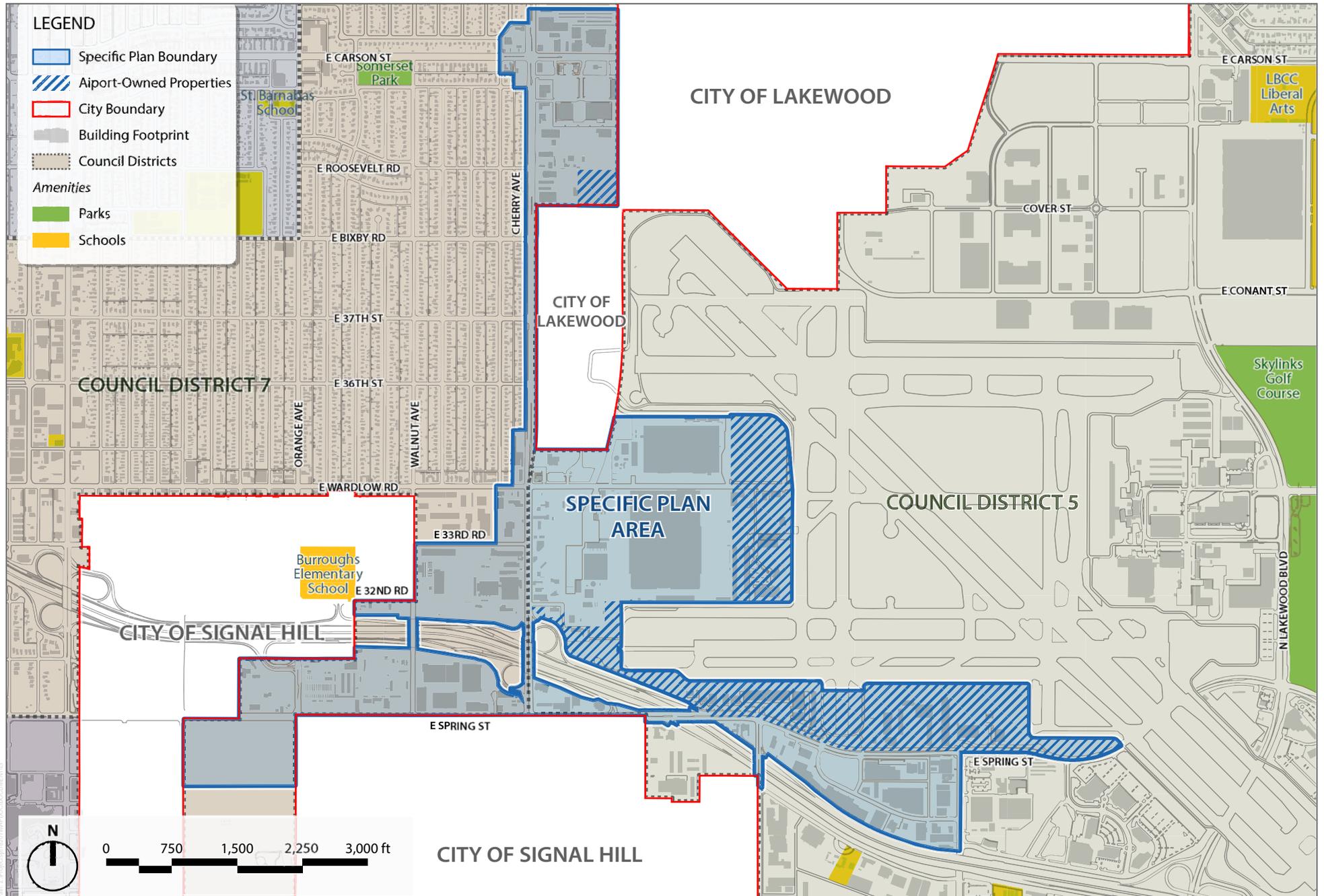


SOURCE: John Kaliski Architects 2016

# Globemaster Corridor Specific Plan Initial Study

---

INTENTIONALLY LEFT BLANK

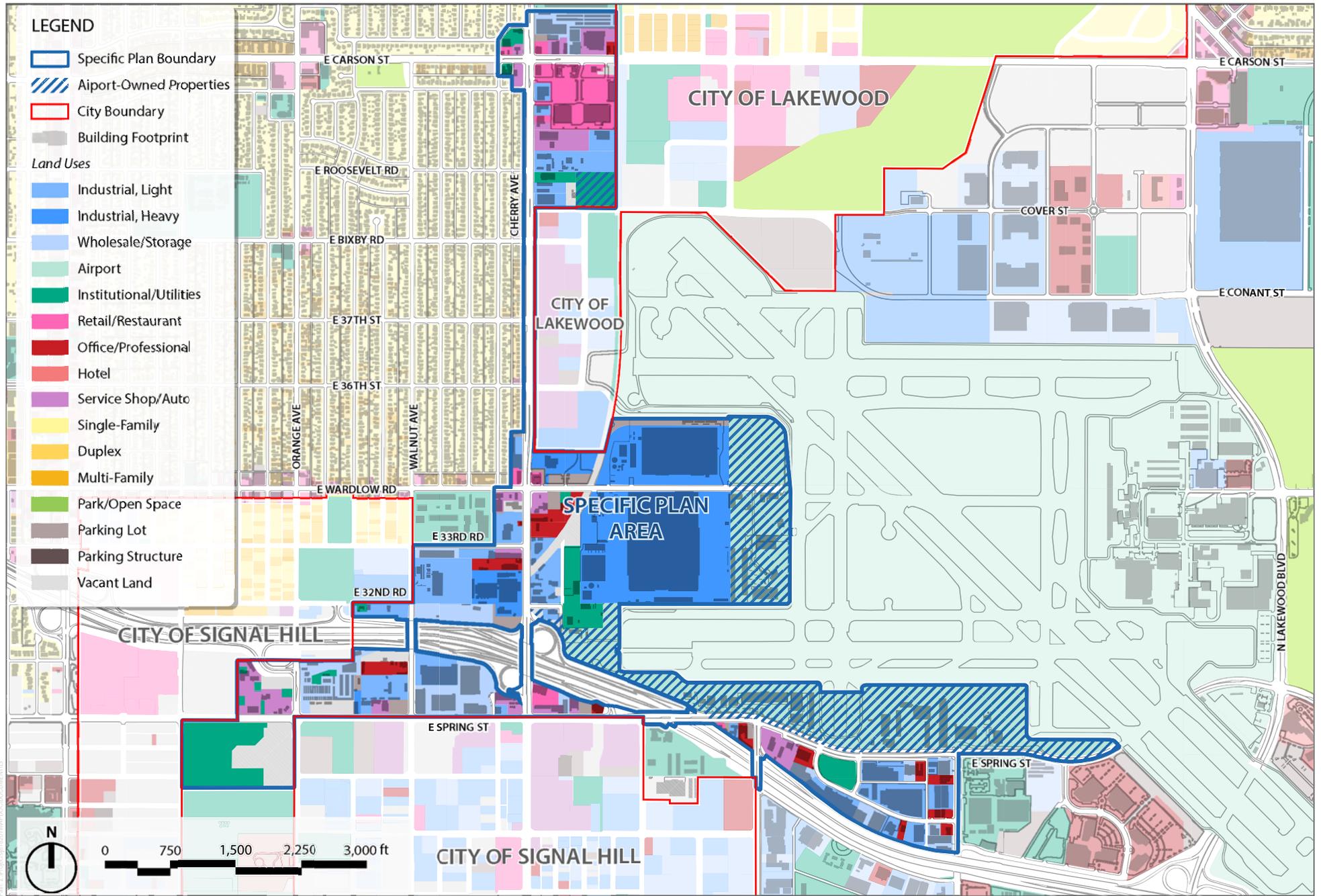


SOURCE: John Kaliski Architects 2016

# Globemaster Corridor Specific Plan Initial Study

---

INTENTIONALLY LEFT BLANK

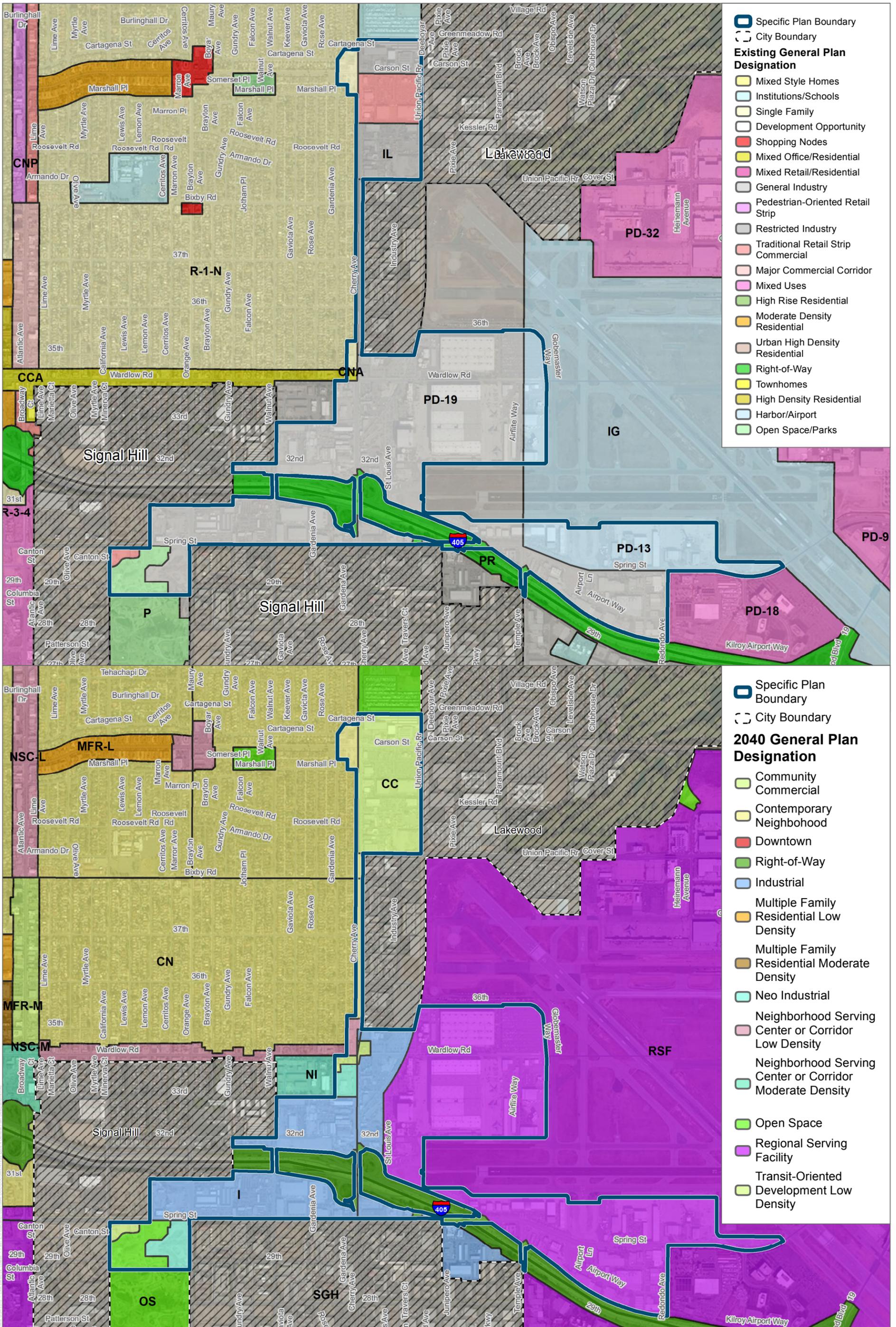


SOURCE: John Kaliski Architects 2016

# Globemaster Corridor Specific Plan Initial Study

---

INTENTIONALLY LEFT BLANK

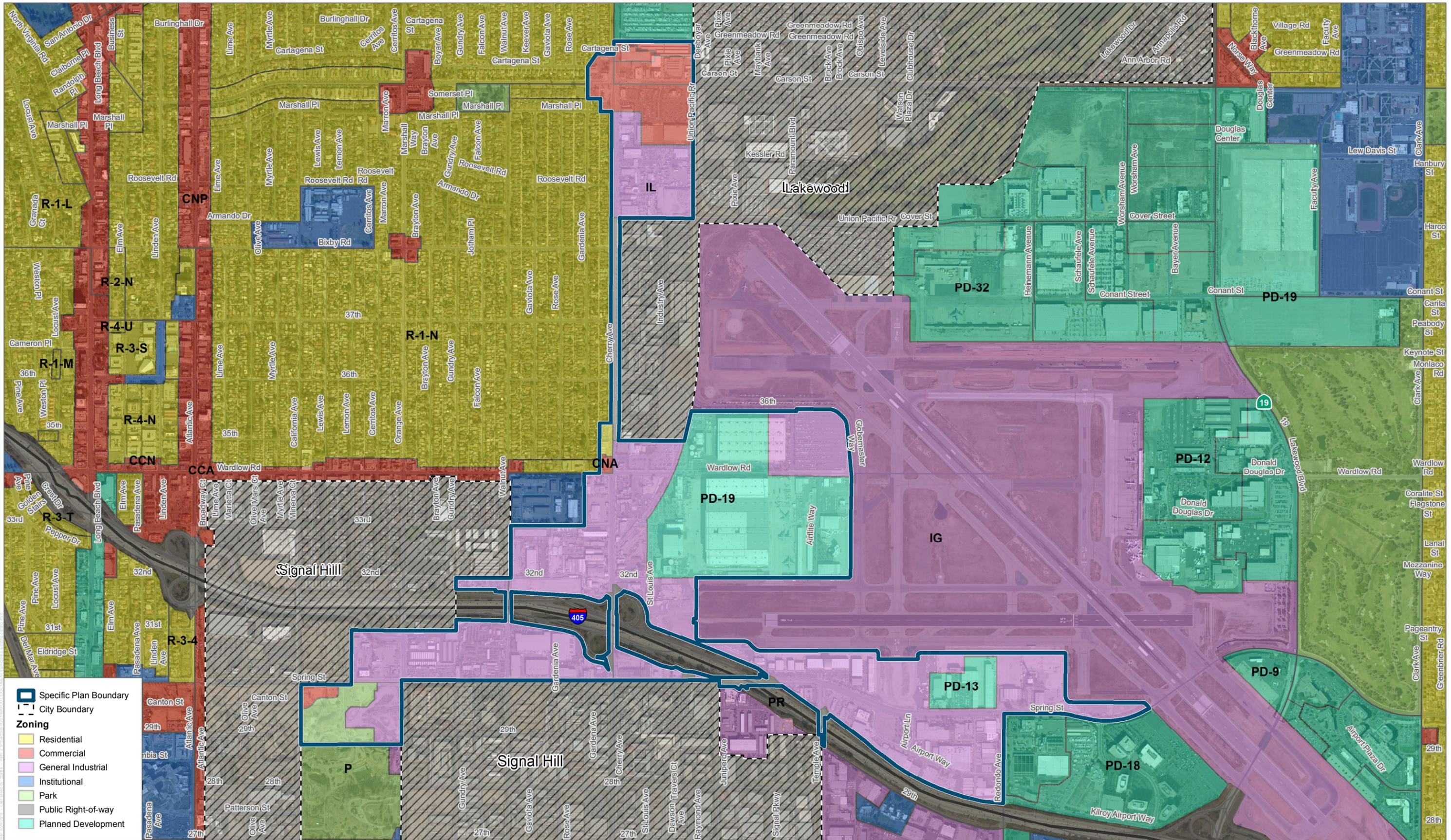


SOURCE: Bing Maps 2018; City of Long Beach, 2016

**FIGURE 4**

**General Plan Designations**

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps 2018; City of Long Beach, 2016

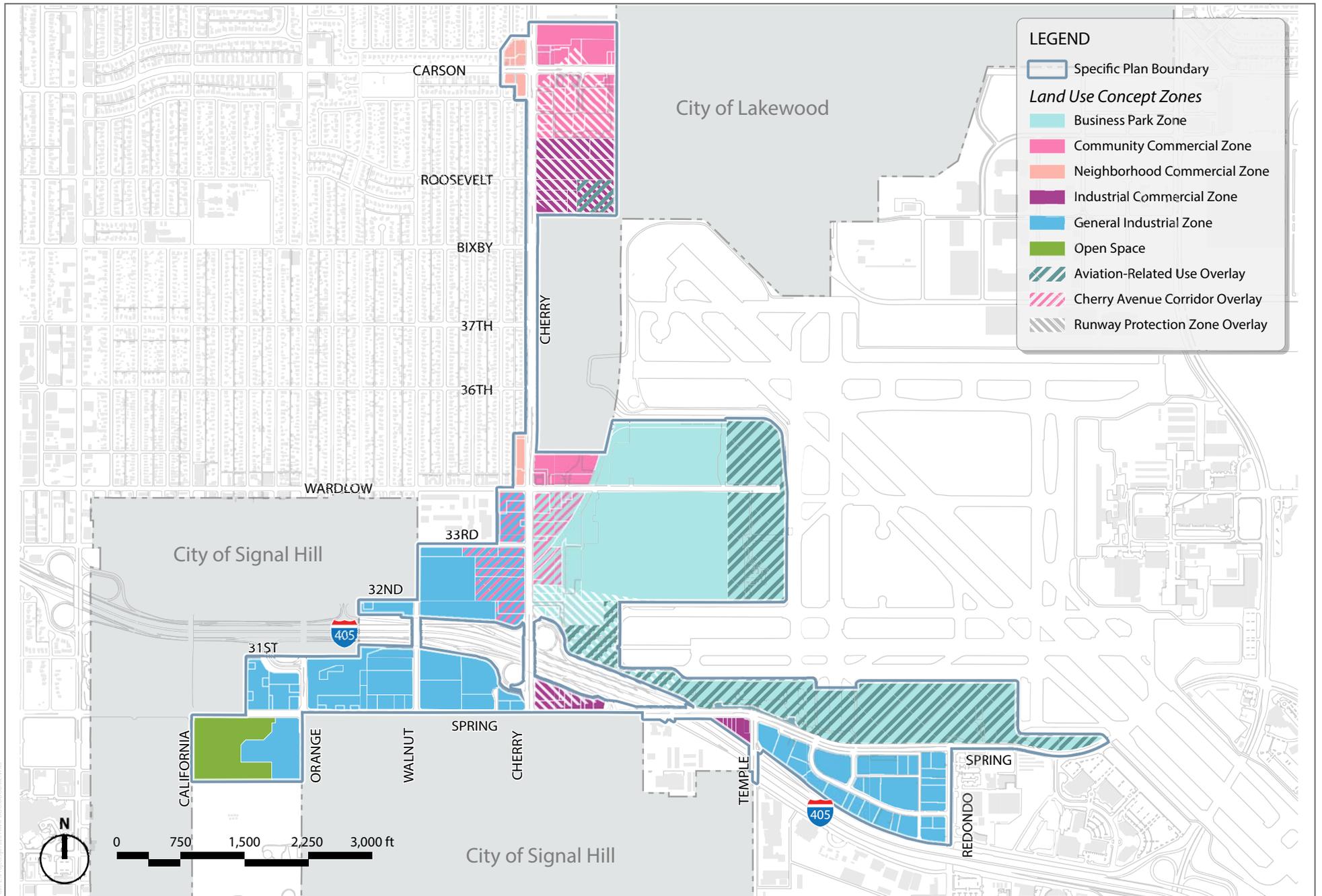


FIGURE 5

Existing Zoning

Globemaster Corridor Specific Plan Initial Study

INTENTIONALLY LEFT BLANK



SOURCE: John Kaliski Architects 2016

# Globemaster Corridor Specific Plan Initial Study

---

INTENTIONALLY LEFT BLANK