



Executive Summary

Introduction

This Environmental Impact Report (EIR) has been prepared in compliance with the California Environmental Quality Act (CEQA) Public Resources Code (PRC) Section 21000 et seq. and the CEQA Guidelines Sections 15000 et seq., as promulgated by the California Resources Agency and the Governor’s Office of Planning and Research. The purpose of this environmental document is to assess the potential environmental effects associated with the Spring Street Business Park Project (project).

Project Location

The project site is approximately 7.8 acres of land and consists of a single parcel (Assessor’s Parcel Number 7212-009-021) located within the City of Long Beach along the city boundary, with the adjacent City of Signal Hill to the east. The project site is vacant and immediately bounded by Spring Street on the north, Willow Springs Park on the south, Orange Avenue on the east, and undeveloped property on the west. The project site can be accessed via Spring Street and Orange Avenue.

Project Description

The project is a proposed business park/warehouse complex with off-site street improvements along Spring Street and Orange Avenue, and park enhancements consistent with the Willow Springs Park Master Plan. Project improvements are consistent with the land use and development standards of the Medium Industrial (IM) zoning district. The project includes the following primary components:

- **Business Park/Warehouse Complex** – The project includes development of three new concrete “tilt-up” buildings for new industrial with accessory office uses for a total of 160,673 square feet (SF) of floor area. The three buildings vary in size and each includes mezzanine space. Approximately 25 percent of the square footage of each building will be used for accessory office space. A total of 162 auto parking spaces will be provided, including 6 Americans with Disabilities Act accessible, 3 van accessible, 12 clean air vehicle, and 8 electric vehicle charging stations. Additionally, eight trailer parking spaces will be provided.
- **Off-site Street Improvements** – The project includes off-site improvements to adjacent city streets. Orange Avenue would be widened adjacent and east of the project site. Improvements along Spring Street would include reconstruction of cracked, deteriorated, or uplifted/depressed sections of sidewalk pavement, as well as the curb and curb gutter. New crosswalks at project site entrances and new bicycle facilities along Orange Avenue and Spring Street would also be constructed.
- **Off-site Park Improvements** – The project includes grading, planting, and irrigating of the property west and south of, and immediately adjacent to, the project site to create a park buffer zone, consistent with future plans for the city’s Willow Springs Park.

Project Objectives

The following objectives have been identified for the proposed project:

- Provide an industrial and office development project consistent with the site's land use regulations that maximizes the development potential of the site
- Provide an industrial and office development project that is compatible and complementary with the existing surrounding and adjacent land uses and facilities
- Provide a modern, urban development site in place of the existing vacant site, which was previously a natural gas processing and compression plant
- Provide an economically-viable development program for the property
- Increase the City of Long Beach's professional industrial and office inventory, which would accommodate additional employment within the city
- Maintain consistency with the City of Long Beach General Plan and zoning ordinances
- Provide needed infrastructure improvements, including roadway, sidewalk, and park improvements, which would correct existing public infrastructure deficiencies

Required Project Approvals

In conformance with Section 15050 and 15367 of the CEQA Guidelines, the City of Long Beach has been designated as the "lead agency," which is defined as "the public agency which has the principal responsibility for carrying out or approving a project." Approvals by the lead agency required for development of the project include, but may not be limited to the following:

- Site Plan Review
- Final EIR certification
- Ministerial permits and approvals, including grading permits, building permits, haul route permits, and temporary street closures

Additional approvals by other agencies would be required for off-site street improvements. These include but are not limited to:

- **California Department of Transportation (Caltrans)** – Encroachment permits would be required for improvements at Caltrans jurisdictional intersections
- **City of Signal Hill** – Permits and approvals for street or intersection improvements at Signal Hill jurisdictional intersections

Summary of Impacts and Mitigation Measures

Table ES-1 summarizes environmental impacts, mitigation measures, and level of significance after mitigation associated with the project. Table ES-2 summarizes the impacts and mitigation measures that were identified in the Initial Study (IS) prepared for the project (Appendix A). Detailed analyses of the following topics are included within Chapter 3 of this ~~Draft~~ Final EIR: air quality, geology and soils, greenhouse gas (GHG) emissions, noise, and transportation.

Significant and Unavoidable Environmental Impacts

Section 15216.2(c) of the CEQA Guidelines requires EIRs to include a discussion of any significant environmental impacts that cannot be avoided if the project is implemented. Sections 3.1 through 3.5 of this EIR provide a detailed analysis of all significant environmental impacts related to the project; identify feasible mitigation measures, where available, that could avoid or reduce these significant impacts; and present a determination whether these mitigation measures would reduce these impacts to a level less than significant. Sections 3.1 through 3.5 of this EIR also identify the significant cumulative impacts resulting from the combined impacts of the project and related projects considered in cumulative analysis. If a specific impact in these sections cannot be fully reduced to a less than significant level, it is considered a significant and unavoidable impact.

Implementation of the proposed project would result in significant and unavoidable impacts for transportation at the following intersections:

- The intersection of Spring Street and Orange Avenue would deteriorate from level of service (LOS) D to LOS E or F with mitigation during AM and PM peak hours under 2021 Cumulative plus project with road diet and AM and PM peak hours under 2038 Buildout plus project with road diet. The deterioration from an acceptable LOS (A through D) to an unacceptable LOS (E or F) is considered a significant impact under the City of Long Beach and City of Signal Hill criteria.
- The intersection of Orange Avenue and 32nd Street would result in a significant and unavoidable impact because the City of Signal Hill has jurisdiction over the intersection of Orange Avenue and 32nd Street. The City of Signal Hill does not have any plans to improve the impacted intersection, or if it does have plans, those plans are either not funded or on a construction schedule that would not allow for those improvements to be operational by the project's opening year. Furthermore, the City of Long Beach has no independent control or jurisdiction over the implementation of the improvements at Orange Avenue and 32nd Street. Therefore, such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach and as such, Mitigation Measure TRAN-1 is potentially legally infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, and the impact at Orange Avenue and 32nd Street during PM peak hours remains considered significant and unavoidable. If the City of Signal Hill approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is "feasible" for the purposes of CEQA.
- The intersection of Orange Avenue and Interstate 405 (I-405) Southbound Ramps would result in a significant and unavoidable impact because Caltrans has jurisdiction over the Orange Avenue and I-405 Southbound Ramps intersection. Caltrans does not have any plans to improve the impacted intersection, or if it does have plans, those plans are either not funded or on a construction schedule that would not allow for those improvements to be operational by the project's opening year. Furthermore, the City of Long Beach has no independent control or jurisdiction over the implementation of the improvements at Orange Avenue and I-405 Southbound Ramps. Therefore, such improvements are within the responsibility and jurisdiction of another public agency and not the City of Long Beach, and Mitigation Measures TRAN-4 and TRAN-5 are potentially legally infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). Only feasible mitigation measures can be legally imposed pursuant

to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5). Therefore, ~~these impacts are considered~~ remain significant and unavoidable. If Caltrans approves and permits the work required by this mitigation measure, the City of Long Beach shall review the approval and permitted scope of work to determine if it is “feasible” for the purposes of CEQA.



Table ES-1. Summary of Project Impacts and Proposed Mitigation Measures

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
Air Quality			
<p>Threshold (a): Conflict with or obstruct implementation of the applicable air quality plan.</p> <p>The project would not conflict with or obstruct implementation of the applicable air quality plan.</p>	Less than Significant	No mitigation measures required.	—
<p>Threshold (b): Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.</p> <p>Fugitive dust emissions generated during construction may cause significant impacts if not properly managed.</p>	Significant	<p>AQ-1: Fugitive Dust Control</p> <p>During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403. All material excavated or graded shall be sufficiently watered in sufficient quantities to prevent the generation of visible dust plumes. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on-site or off-site shall be securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized so as to prevent excessive amounts of dust. These control techniques shall be indicated in project specifications.</p> <p>In addition, where feasible, the following measures will be implemented to reduce fugitive dust emissions;</p> <ul style="list-style-type: none"> • Minimize land disturbance • Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes • Cover trucks when hauling dirt • Stabilize the surface of dirt piles if not removed immediately • Limit vehicular paths on unpaved surfaces and stabilize any temporary roads 	Less than Significant

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Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
		<ul style="list-style-type: none"> • Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway • Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities • Provide an operational water truck on-site at all times and use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas 	
<p>Threshold (c): Expose sensitive receptors to substantial pollutant concentrations.</p> <p>Temporary construction and project operations would not exceed SCAQMD thresholds; therefore, sensitive receptors would not experience significant pollutant concentrations as a result of the project</p>	Less than Significant	No mitigation measures required.	—
Geology and Soils			
<p>Threshold (a): Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (ii.) strong seismic ground shaking or (iii.) seismic-related ground failure, including liquefaction.</p> <p>The project site has the potential to be exposed to</p>	Significant	<p>GEO-1: Incorporation of and Compliance with the Recommendations in the Preliminary and Final Geotechnical Report. The project shall be constructed in conformance with the recommendations included in the <i>Preliminary Geotechnical Investigation</i> prepared by Albus-Keefe & Associates, Inc. (Appendix C) and the Final Geotechnical Report that will be prepared in conjunction with final detailed project plans. The City of Long Beach shall confirm compliance with all recommendations in the <i>Preliminary Geotechnical Report</i> and Final Geotechnical Report prior to issuance of building permits. Recommendations include, but are not limited to, the following:</p>	Less than Significant



Table ES-1. Summary of Project Impacts and Proposed Mitigation Measures

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
<p>strong seismic shaking. If the proposed buildings are not designed to incorporate the recommendations identified in the Preliminary Geotechnical Report prepared for the project, significant impacts could occur.</p>		<p>CBC Compliance:</p> <ul style="list-style-type: none"> • Design and construction shall be done in accordance with current CBC requirements in order to address any issues related to potential ground shaking at the site. <p>Recommendations for a well-reinforced foundation system:</p> <ul style="list-style-type: none"> • Additional testing of site soils shall be performed after site grading to confirm the expansion potential. • Foundations shall be designed for total differential static settlement up to 1 inch and 0.5 inch over 30 feet. • An allowable bearing value shall be used. • Lateral bearing for footings shall be determined. • Exterior continuous building footings shall be founded at a minimum depth of 18 inches. • Foundation excavations shall be observed by the project geotechnical consultant prior to placement of forms or reinforcement. <p>Recommendations to limit soil expansion:</p> <ul style="list-style-type: none"> • Earthwork and grading shall be performed in accordance with applicable requirements of California Occupational Safety and Health Administration and the Grading Codes of the City of Long Beach. • All existing artificial fills shall be removed to a maximum depth of 10 feet below existing ground surface. • Materials excavated from the site may be used as fill, provided they are free of deleterious materials and particles greater than 6 inches in maximum dimension. • Asphalt and concrete materials greater than 6 inches shall be reduced in maximum dimension and incorporate within the fill materials, provided they are mixed with granular materials and spread throughout the fill to eliminate nesting. • Construction of surcharge fills placed 15 feet above the proposed finish grades in selected areas is recommended. 	

Table ES-1. Summary of Project Impacts and Proposed Mitigation Measures

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
		<ul style="list-style-type: none"> • Edges of surcharge fills may be sloped 1.5:1 where space permits. Where insufficient room is present for slopes, a wire basket and geofabric system would be required. • Surcharge fills shall remain in place until the remaining settlement due to future final grades. • Surcharge fills shall be monitored by instruments prior to and after placement of fills above the current grades. 	
<p>Threshold (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.</p> <p>Threshold (d): Be located on expansive soil, as defined in the latest Uniform Building Code, creating substantial direct or indirect risk to life or property.</p> <p>The project site is partially located within an area identified as liquefiable and has a low to medium expansion potential. If the proposed buildings are not designed to incorporate the recommendations identified in the Preliminary Geotechnical Report prepared for the project,</p>	Significant	<p>GEO-1: Incorporation of and Compliance with the Recommendations in the Preliminary Geotechnical Report</p>	Less than Significant



Table ES-1. Summary of Project Impacts and Proposed Mitigation Measures

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
significant impacts could occur.			
Greenhouse Gas Emissions			
<p>Threshold (a): Generate greenhouse gas emissions, either directly or indirectly, that may have an adverse effect on the environment.</p> <p>No significant greenhouse gas emissions impacts were identified.</p>	Less than Significant	No mitigation measures required.	—
Noise			
<p>Threshold (a): Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p> <p>Noise generated from temporary construction has the potential to increase ambient noise levels.</p>	Significant	<p>NOI-1: City Noise Construction Compliance</p> <p>Construction shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and Saturdays, between 9:00 a.m. and 6:00 p.m., in accordance with city standards. No construction activities shall occur outside of these hours or on federal holidays. Construction work on Sundays is prohibited unless the City of Long Beach's Noise Control Officer issues a permit. The permit may allow work on Sundays between 9:00 a.m. and 6:00 p.m.</p> <p>The following measures shall be implemented by the contractor to reduce potential construction noise impacts on nearby sensitive receptors.</p> <p>During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.</p> <p>The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.</p> <p>The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.</p>	Less than Significant

Table ES-1. Summary of Project Impacts and Proposed Mitigation Measures

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
<p>Threshold (b): Generation of excessive groundborne vibration or groundborne noise levels.</p> <p>No significant groundborne vibration or groundborne noise impacts were identified.</p>	<p>Less than Significant</p>	<p>No mitigation measures required.</p>	<p>—</p>
Transportation			
<p>Threshold (a): Conflict with program, ordinance, or policy addressing the circulation system, including transit roadway, bicycle, and pedestrian facilities.</p> <p>The project would cause the intersection of Orange Avenue and Spring Street to deteriorate from LOS D to LOS E or F with mitigation implemented. Additionally, improvements at Orange Avenue and 32nd Street and Orange Avenue at I-405 Southbound Ramp are subject to approval by other agencies that do not have any plans to improve the impacted intersections, or if they do have plans, those plans are either not funded or on a construction schedule that would not allow for those improvements to be</p>	<p>Significant</p>	<p>TRAN-1: Orange Avenue at 32nd Street without Orange Avenue Bikeway Improvements¹</p> <p>Restripe the northbound approach for an exclusive right-turn lane. Modify the existing traffic signal as necessary. These improvements are subject to approval by the City of Signal Hill.</p> <p>TRAN-2: Orange Avenue at Spring Street without Orange Avenue Bikeway Improvements</p> <p>Restripe the northbound approach to provide dual left-turn lanes, a through lane, and a shared through-right turn lane. Restripe the southbound right-turn lane into a shared through-right turn lane. Modify the traffic signal from a two-phase signal to a five-phase signal with protected north-south left turn lanes. Construct dual southbound left-turn lanes. These improvements are subject to the approval of the City of Long Beach and the City of Signal Hill.</p> <p>TRAN-3: Orange Avenue at Spring Street with Orange Avenue Bikeway Improvements</p> <p>Construct an exclusive right-turn lane for the northbound and southbound approaches. Modify the existing traffic signal as necessary. These improvements are subject to approval of the City of Long Beach and the City of Signal Hill and will need to consider the City of Long Beach’s planned Class IV (Protected Bike Lane) bikeway design/layout for this intersection.</p>	<p>Significant and Unavoidable</p>



Table ES-1. Summary of Project Impacts and Proposed Mitigation Measures

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
operational by the project's opening year.		<p>TRAN-4: Orange Avenue at I-405 Southbound Ramp without Orange Avenue Bikeway Improvements¹</p> <p>Install a three-phase traffic signal; maintain existing intersection lane configuration. These improvements are subject to the approval of Caltrans.</p> <p>TRAN-5: Orange Avenue at I-405 Southbound Ramp with Orange Avenue Bikeway Improvements¹</p> <p>Install a three-phase traffic signal. Remove one through lane from the northbound and southbound directions on Orange Avenue. With implementations of improvements associated with the Orange Avenue Class IV Bikeway, the section of Orange Avenue, from 32nd Street south of Spring Street, would be striped as a two-lane divided roadway, with on-street bike lanes and a buffer to separate bicycle traffic from vehicular traffic. These improvements are subject to the approval of Caltrans.</p>	

¹ Mitigation measures are potentially infeasible under CEQA Guidelines 15091(a)(2) and Section 15091(a)(3). If the agency responsible for approval of the mitigation measure determines the measures to be infeasible, then according to CEQA Guidelines Section 15091(d), Section 15097(a), and Section 15126.4(a)(5), the City of Long Beach, as the lead agency, would not impose the measures. If Caltrans and/or the City of Signal Hill approves and permits the work required by these mitigation measures, the City of Long Beach shall review the approval and permitted scope of work to determine if it is "feasible" for the purposes of CEQA.

Notes:

Caltrans=California Department of Transportation; CBC=California Building Code; I-405=Interstate 405; LOS=level of service; SCAQMD=South Coast Air Quality Management District

Table ES-2. Summary of Project Impacts and Proposed Mitigation Measures Identified in the Initial Study

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
Biological Resources			
Potential significant direct impacts could occur if an active bird nest is taken.	Significant	<p>BIO-1: Migratory Bird Treaty Act-Covered Species</p> <p>Should clearing and grubbing be required during the avian breeding season (February 15 through August 15), a qualified biologist shall conduct a pre-construction nest survey (in suitable areas) for migratory birds 10 days prior to construction. Should an active nest of any Migratory Bird Treaty Act-covered species occur within or adjacent to the project impact area, an appropriate buffer, as determined by a qualified biologist, shall be established around the nest, and no construction shall occur within this area until a qualified biologist determines the nest is no longer active or the young have fledged.</p>	Less than Significant
Cultural Resources			
The inadvertent discovery of cultural materials or human remains during project-related ground-disturbing activities could result in significant impacts if not properly managed.	Significant	<p>CULT-1: Archaeologist and Monitor</p> <p>An archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards shall be retained by the project applicant and approved by the city to oversee and carry out the archaeological mitigation measures set forth in this document. The archaeologist shall conduct a pre-grading meeting and develop an appropriate monitoring program and schedule. As part of this program, the archaeologist shall select a qualified archaeological monitor to be retained by the project applicant and approved by the city.</p> <p>CULT-2: Archaeological Monitoring</p> <p>The qualified archaeological monitor shall monitor excavation and grading activities on the project site within native soils that have not been previously disturbed. In the event archaeological or cultural resources are unearthed during ground-disturbing activities, the archaeological monitor shall halt or redirect such activities away from the area of the find to allow evaluation. Work may continue outside of the vicinity of the find, at a sufficient distance to be determined by the archaeological monitor, as necessary, to provide compliance</p>	Less than Significant



Table ES-2. Summary of Project Impacts and Proposed Mitigation Measures Identified in the Initial Study

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
		<p>with the mitigation measures and the archaeological monitoring program. Deposits shall be treated in accordance with applicable federal, state, and local guidelines, including those set forth in California PRC Section 21083.2. In addition, if it is determined that an archaeological site is a historic resource, the provisions of PRC Section 21084.1 and CEQA Guidelines Section 15064.5 shall be implemented.</p> <p>The archaeologist shall evaluate the discovered resource(s) and, if significant, notify the project applicant, the city, and the representative of any Native American tribe that is a consulting party to the project under AB 52/SB 18, and then develop an appropriate treatment plan. Treatment plans shall consider preservation of the resource(s) in place as a preferred option. The archaeologist shall then prepare a report to be reviewed and approved by the city and file it with the project applicant, the city, and the South Central Coastal Information Center located at California State University, Fullerton. The report shall describe any resource(s) unearthed, the treatment of such resource(s), and the evaluation of the resource(s) with respect to the California Register of Historic Resources and the National Register of Historic Places. If the resource(s) are found to be significant, a separate report detailing the results of the recovery and evaluation process shall be prepared. The city shall designate one or more appropriate repositories for any cultural resources that are uncovered.</p> <p>CULT-3: Unanticipated Discovery of Human Remains</p> <p>If human remains are discovered during ground-disturbing activities or project construction, work shall be halted within at least 150 feet of the discovery location, and at a greater distance if determined necessary by the archaeological monitor or Native American monitor, and within any nearby area reasonably suspected to overlie human remains (PRC, Section 7050.5). The Los Angeles County coroner shall be notified immediately to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws regarding the disposition of Native American</p>	

Table ES-2. Summary of Project Impacts and Proposed Mitigation Measures Identified in the Initial Study

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
		<p>burials, which fall within the jurisdiction of the California NAHC (PRC, Section 5097). In this case, the coroner shall contact NAHC. The descendants or MLD of the deceased shall be contacted, and work shall not resume until the MLD has made a recommendation to the project applicant regarding appropriate means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in PRC, Section 5097.98.</p> <p>Treatment measures for remains of Native American origin: Prior to the continuation of ground-disturbing activities, the project applicant shall arrange with the MLD a designated site location within the footprint of the project site for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate movable by heavy equipment shall be placed over the excavation opening to protect the remains. If this arrangement is not available or feasible, a 24-hour guard should be posted outside of construction hours. The Native American monitor and MLD tribal representative shall make every effort to recommend diverting the ground-disturbing activities and keeping the remains in situ and protected. If the ground-disturbing activities cannot be diverted, it may be determined that burials shall be removed. The Native American monitor and MLD tribal representative shall work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the MLD tribal representative, documentation shall be taken, which includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the MLD tribal representative for data recovery purposes. Cremations shall either be removed in bulk or as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to</p>	



Table ES-2. Summary of Project Impacts and Proposed Mitigation Measures Identified in the Initial Study

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
		<p>be submitted to the MLD tribal representative and NAHC. No scientific study or utilization of any invasive diagnostics on human remains is authorized without prior express written permission of the MLD tribal representative.</p> <p>Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects, and objects of cultural patrimony shall be removed to a secure container on site, if possible. These items should be retained and reburied within 6 months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the MLD tribal representative and the project applicant at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p>	
Hydrology and Water Quality			
<p>Construction-related activities, such as site preparation, grading, and paving, would occur and could result in temporary soil erosion that could subsequently degrade water quality.</p>	<p>Significant</p>	<p>HWQ-1: NPDES Compliance and LID Plan</p> <p>The contractor shall prepare a Stormwater Pollution Prevention Plan in accordance with the NPDES as part of Section 402 of the Clean Water Act. The Stormwater Pollution Prevention Plan shall include, but not be limited to (1) methods to minimize the footprint of the disturbed area; (2) construction-related erosion and sediment control BMPs; (3) controls to prevent tracking on and off the site; (4) materials management (delivery and storage); (5) spill prevention and control; (6) and waste management (e.g., concrete washout/waste management; sanitary waste management, etc.).</p> <p>The City of Long Beach Development Services Director, or appropriate designee, shall prepare an LID Plan, or equivalent, in compliance with LID Ordinance (Section 18.74.040 LBMC) and LID BMPs Design Manual (Long Beach Development Services 2013). Section 18.74.040 of LBMC requires runoff to be infiltrated, captured and reused, evapotranspired, and/or treated on site through stormwater BMPs listed in the LID BMPs Manual.</p>	<p>Less than Significant</p>

Table ES-2. Summary of Project Impacts and Proposed Mitigation Measures Identified in the Initial Study

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
Tribal Cultural Resources			
<p>The project site is within the ancestral land of the Gabrieleno Band of Mission Indians - Kizh Nation. The inadvertent discovery of tribal cultural materials or human remains during project-related ground-disturbing activities could result in significant impacts if not properly managed.</p>	<p>Significant</p>	<p>TCR-1: Native American Monitoring</p> <p>Prior to issuance of any Grading Permit for the project, the project applicant shall retain a Native American monitor approved by both the local tribal representative of the consulting party to the project under AB 52/SB 18 and listed under the NAHC's Tribal Contact list for the area of the project location. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in CEQA, California PRC Division 13, Section 21083.2 (a) through (k). The monitor(s) shall be present on site during the construction phases that involve ground-disturbing activities. Ground-disturbing activities may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt or redirect construction in the vicinity of the find in order to recover and/or determine the appropriate plan of recovery for the resource. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Native American monitor has indicated that the site has a low potential for impacting tribal cultural resources.</p> <p>Professional Standards: Archaeological and Native American monitoring and excavation during construction projects shall be consistent with generally accepted current professional standards for these disciplines. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary</p>	<p>Less than Significant</p>



Table ES-2. Summary of Project Impacts and Proposed Mitigation Measures Identified in the Initial Study

Environmental Impact	Significance Before Mitigation	Proposed Mitigation Measure Significance After Mitigation	Significance After Mitigation
		<p>objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and are preferred to have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.</p> <p>TCR-2: Recovery Procedures</p> <p>All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Native American monitor. If the resources are Native American in origin, the tribal representative shall coordinate with the Project Applicant regarding treatment and curation of these resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.</p>	

Notes:

AB=Assembly Bill; BMP=best management practice; CEQA=California Environmental Quality Act; LBMC=Long Beach Municipal Code; LID=Low Impact Development; MLD=most likely descendants; NAHC=Native American Heritage Commission; NPDES=National Pollutant Discharge Elimination System; PRC=Public Resources Code; SB=Senate Bill

Areas of Known Controversy and Issues to be Resolved

Section 15123(b)(2) of the CEQA Guidelines require that an EIR identify areas of controversy known to the lead agency, including issues raised by agencies and the public.

During the public comment period for the Notice of Preparation (NOP), several comment letters were received regarding the project. The comments submitted on the NOP during the public review and comment period are included in Appendix A of this EIR. In general, areas of potential controversy known to the City of Long Beach include air quality, and traffic and transportation. These issues were considered in the preparation of this EIR, where appropriate, and are addressed in the environmental impact analysis presented in Sections 3.1 through 3.5 of this EIR.

Project Alternatives

Alternatives Evaluated

The environmental analysis for the proposed project evaluated the potential environmental impacts resulting from implementation of the proposed project, as well as alternatives to the proposed project. The alternatives are summarized below. A detailed discussion of the alternatives to the proposed project is provided in Chapter 5 of this EIR.

- **No Project/No Development Alternative** – This alternative assumes that the project site would not be developed with the proposed project, and the project site would remain in its current condition.
- **Reduced Project Alternative** – This alternative assumes that 2 buildings would be developed on the project site for industrial with accessory office uses for a total of 88,557 SF of floor area. Vehicular access to the project site would be provided via new driveways along Spring Street and Orange Avenue. Off-site street improvements and off-site park improvements would be the same as described for the proposed project.
- **Mixed-Use Development Alternative** – This alternative assumes the development of a 5-story mixed-use apartment building that includes 200-units and 56,000 SF of retail space on the street level. The building also includes a 4-story parking structure on a 7.8-acre site. The entrance for the parking structure would be on the north side of the property from Spring Street. Off-site street improvements and off-site park improvements would be the same as described for the proposed project.

Environmentally Superior Alternative

The No Project/No Development Alternative is considered the environmentally superior alternative to the proposed project as it would avoid the following impacts identified for the proposed project: air quality, geology and soils, noise, and transportation. However, CEQA Guidelines Section 15126.6(e)(2) states that “if the environmentally-superior alternative is the No Project Alternative, the EIR shall also identify an environmentally-superior alternative among the other alternatives.” As shown in Table ES-3, the Reduced Project Alternative would be the environmentally superior alternative, because this alternative would reduce the potential impact associated with transportation and result in lower GHG emissions; however, this alternative would not meet all of the project objectives.

Table ES-3. Comparison of Alternative Impacts on Proposed Project

Environmental Issue Area	Proposed Project	No Project/No Development Alternative	Alternative 2: Reduced Project	Alternative 3: Mixed-Use Development
Air Quality	Less than Significant with Mitigation	<p>Avoid</p> <p>The existing baseline air emissions would remain the same as no new development would occur</p>	<p>Similar</p> <p>Emissions would be less compared to the proposed project; however, the potential for fugitive dust still remains.</p>	<p>Greater</p> <p>Emissions for construction activities would be similar compared to the proposed project; however, the potential for fugitive dust still remains. Emissions of all criteria pollutants for operation would be higher compared to the proposed project.</p>
Geology and Soils	Less than Significant with Mitigation	<p>Avoid</p> <p>Because no additional grading or development would occur, this alternative would avoid the potential geology/soils impact.</p>	<p>Similar</p> <p>Because grading and development would occur, this alternative would result in a potential impact similar to the proposed project.</p>	<p>Similar</p> <p>Because grading and development would occur, this alternative would result in a potential impact similar to the proposed project.</p>
GHG Emissions	Less than Significant	<p>Avoid</p> <p>The existing baseline GHG emissions would remain the same, as no new development would occur.</p>	<p>Reduce</p> <p>This alternative would emit less MT of CO₂e compared to the proposed project.</p>	<p>Greater</p> <p>This alternative would emit more MT of CO₂e compared to the proposed project and would be subject to a lower emissions threshold, therefore, resulting in a significant impact.</p>
Noise	Less than Significant with Mitigation	<p>Avoid</p> <p>This alternative would not change the existing conditions of the site, so there would be no potential to impact existing adjacent sensitive receptors.</p>	<p>Similar</p> <p>This alternative would result in similar construction noise and vibration impacts due to the distance from sensitive receptors.</p>	<p>Similar</p> <p>This alternative would result in similar construction noise and vibration impacts due to the distance from sensitive receptors.</p>

Table ES-3. Comparison of Alternative Impacts on Proposed Project

Environmental Issue Area	Proposed Project	No Project/No Development Alternative	Alternative 2: Reduced Project	Alternative 3: Mixed-Use Development
Transportation	Significant and Unavoidable	<p>Avoid</p> <p>This alternative would not change the existing conditions of the site; therefore, there would be no increase in trip generation at the project site.</p>	<p>Reduced</p> <p>This alternative would generate 417 total daily trips, approximately 340 less daily trips than the proposed project and result in a reduced impact; however, the significant unavoidable impact on the intersections of Orange Avenue/Spring Street, Orange Avenue/32nd Street, and Orange Avenue/I-405 Southbound Ramps would remain.</p>	<p>Greater</p> <p>This alternative would generate 3,202 total daily trips, approximately 2,445 more daily trips than the proposed project, and would not reduce or avoid the significant unavoidable impact on the intersections of Orange Avenue/Spring Street, Orange Avenue/32nd Street, or Orange Avenue/I-405 Southbound Ramps. It would likely result in significant LOS impacts to other roadway facilities.</p>

Notes:

Avoid=Impacts under this alternative avoided as compared to impacts for the proposed project; Reduced=Impacts under this alternative reduced as compared to impacts for the proposed project; Similar=Impacts under this alternative are similar to impacts for the proposed project; Greater=Impacts under this alternative greater to impacts for the proposed project

CO₂e=carbon dioxide equivalent; GHG=greenhouse gas; I-405=Interstate 405; LOS=level of service; MT=metric tons