

City of Long Beach

Weber Metals Large Press Expansion Project

Final
**Mitigated Negative
Declaration**



June 2015

Final
Mitigated Negative Declaration
Weber Metals Large Press Expansion Project

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June 2015

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INITIAL STUDY

Project Title	Weber Metals Large Press Expansion Project
Lead Agency	City of Long Beach 333 West Ocean Boulevard 5 th Floor Long Beach, California 90802
Contact Person	Craig Chalfant, Planner (562) 570-6368
Project Location	The project site is located on the southern portion of the existing 21-acre Weber Metals Facility. Approximately 11.4 of the 21 acres are located within the City of Paramount and the remaining 9.6 acres are located within the City of Long Beach. The facility address is 16706 Garfield Avenue, in the City of Paramount. The Weber Metals facility contains 19 buildings totaling 298,090 square feet (sf) and conducts aluminum and titanium forging operations. Almost all of the open areas between the buildings are paved. Figure 1 shows the regional location and Figure 2 shows the project site location.
Project Sponsor Name and Address	Weber Metals, Inc. 16706 Garfield Avenue Paramount, CA 90723
General Plan Designations	Long Beach: General Industry (9G) Paramount: Central Industrial District Area Plan
Zoning	Long Beach: General Industrial (IG) Paramount: Heavy Manufacturing (M-2)
Project Description	<p>The proposed project includes the expansion of the capacity and capabilities of the existing facility through the installation of a new 60,000 ton forging press in a new building on the property.</p> <p>The new forge press would be housed in a new 115,000 sf building at a location in the Weber Metals facility that is entirely within the City of Long Beach. This proposed building that would house the finished press would require an 85-foot deep excavation pit to house the press and a 65-foot high main roof to accommodate the height of the press. Supporting equipment within, or adjacent to, the forge building would include:</p> <ul style="list-style-type: none">• Large gas fired furnaces• 3 high temperature rotary furnaces for titanium (~1700 degrees)• 2 chain drive furnaces for aluminum (~700 degrees)• 4 die heating pedestal style furnaces (~700 degrees)



- 1 die insert heating furnace (~700 degrees)
- Semi-automated rail bound manipulators
- Multiple mobile manipulators and fork trucks
- Cooling systems for oil hydraulic system
- Quench tank
- Freezers
- Die storage and maintenance
- Overhead cranes
- Die sand blasting booth with bag house
- Compressed air system
- Carbon Dioxide fire suppression system

A Southern California Edison (SCE) electrical substation is proposed to be constructed on an approximately 26,600 sf area located in the northwest corner of the property within the City of Paramount. Existing 66,000 volt (66 kV) electric circuits will be connected to the proposed substation from other existing SCE substations in the City of Long Beach. In addition, SCE has proposed adding a second set of 66 kV lines on the existing poles in order to create a ring bus system utilizing the new substation. The substation would provide services to the project and replace the aging infrastructure and outdated safety systems of the current dedicated substation. The applicant has provided an energy study that includes the electrical demand for the current use and the proposed project (see Appendix A). Table 1 summarizes the existing onsite operations and proposed onsite operations.

Table 1
Summary of Existing and Proposed Operations

	Current	Proposed
Buildings	16 total buildings 267,141 sf 11 forging buildings 3 office buildings 1 maintenance building 1 storage building Substation	17 total buildings 381,874 sf 12 forging buildings 3 office buildings Offsite storage and improved exterior storage Improved substation and transmission poles
Outdoor Storage	Various paved and unpaved areas	No change
Parking	355 spaces	425 spaces
Facility Hours	Standard: 3 shifts, 24-hours per day, 5 days per week	No change
Employees	465 (as of December 2014)	525 (projected for 2018)

Construction of the project is proposed to begin in August 2015 with operation to begin in the fall of 2017. The duration of construction



Construction of the project is proposed to begin in August 2015 with operation to begin in the fall of 2017. The duration of construction would be approximately 24 months.

All studies prepared by the applicant have been independently peer reviewed by Rincon Consultants.

Surrounding Land Uses and Setting:

The project site is located on Cherry Avenue/Garfield Avenue on the border between the cities of Long Beach and Paramount. The site is bordered to the north and south by industrial uses, including a milling company and a press forge company. A mobile home park and additional industrial uses are located to the west. The site is bordered on the east by a rail yard with a self-storage facility and more industrial uses on the opposite side.

Required Entitlements:

The project requires the following discretionary approvals (entitlements) from the City of Long Beach:

- Adoption of the Initial Study and Mitigated Negative Declaration;
- Site Plan Review;
- Building and grading permits.

Other Public Agencies Whose Approval is Required:

The project would also require the following approvals:

City of Paramount:

- Design Review for the electrical substation
- Building and grading permits

South Coast Air Quality Management District

- Permit to construct





Imagery provided by Esri and its licensors, 2014.



Regional Location

Figure 1



Imagery provided by Google and its licensors, 2014.

Site Location

Figure 2
City of Long Beach



ENVIRONMENTAL FACTORS AFFECTED

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

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



DETERMINATION

On the basis of this initial evaluation:

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


Signature

5/27/15
Date

Craig Chalfant
Printed Name

City of Long Beach
For



ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. Aesthetics				
Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The project site is located in an industrial area adjacent to Cherry Avenue/Garfield Avenue in the Cities of Long Beach and Paramount. Construction of the proposed buildings and substation would not have a substantial adverse effect on the visual character of the area. Other industrial uses are located directly adjacent to the project site to the north, west, and south, with a mobile home park to the west and a rail yard and self-storage facility to the east. The project would be similar to the existing on-site industrial uses and the industrial uses in the vicinity. Therefore, implementation of the proposed project would have **no impact** on scenic vistas.

b) There are no State designated scenic highways located within either the City of Paramount or City of Long Beach. The project site is an existing industrial facility that lacks scenic resources, trees or rock outcroppings. Consequently, there would be **no impact** to a scenic resource.

c) The project site is located in an industrial area along the border between the cities of Long Beach and Paramount. The proposed project involves construction of a new building and upgrading of an existing on-site substation. Because the site and its surroundings are already urbanized and industrial in character, these changes would not significantly alter the visual character of the site. Therefore, project impacts would be **less than significant** with respect to degradation of visual character and quality.

d) Currently, the project site is developed with an aluminum and titanium forging facility consisting of 20 buildings. The proposed project would construct one new building and upgrade the onsite substation. The project site and its surroundings are located in an urbanized environment with high levels of nighttime lighting and lacking light sensitive receptors. Nighttime operations are not proposed to change as a result of this project. There would not be



a significant change in light or glare emanating from the project site. Therefore, impacts would be **less than significant**.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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II. Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the Project:

a) Convert Prime Farmland, Unique Farmland, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



a-e) There are no agricultural zones or forest lands within Long Beach or Paramount, both of which have been fully urbanized for over half a century. The proposed project would have **no impact** upon agricultural or forest resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. Air Quality				
Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Depending on whether or not the standards are met or exceeded, the air basin is classified as being in “attainment” or “nonattainment.” The part of the Basin within which the project site is located is in nonattainment for both the federal and state ambient air quality standards for ozone and particulate matter (PM_{2.5}), the federal standard for lead, and the state standard for PM₁₀ (California Air Resources Board, June 2013). Thus, the Basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.



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

- 75 pounds per day reactive organic compounds (ROC)
- 100 pounds per day NO_x
- 550 pounds per day carbon monoxide (CO)
- 150 pounds per day sulfur oxides (SO_x)
- 150 pounds per day PM_{10}
- 55 pounds per day $PM_{2.5}$

The SCAQMD has adopted the following thresholds for operational pollutant emissions:

- 55 pounds per day ROC
- 55 pounds per day NO_x
- 550 pounds per day CO
- 150 pounds per day SO_x
- 150 pounds per day PM_{10}
- 55 pounds per day $PM_{2.5}$

The SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's CEQA Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed only for NO_x , CO, PM_{10} and $PM_{2.5}$. LSTs do not apply to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003).

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides a lookup table for project sites that measure one, two, three, four, or five acres, with allowable emissions for receptors within 25, 50, 100, 200, and 500 meters. The entire project site is approximately 21 acres and the project is expected to disturb approximately nine acres. The site is located in Source Receptor Area 4 (SRA-4), which is designated by the SCAQMD as South Coastal LA County and Source Receptor Area 5 (SRA-5), Southeast LA County. The closest sensitive receptor is located in the City of Paramount which is located within SRA-5. LST thresholds for a five-acre site in SRA-5 are shown in Table 2 for reference (SCAQMD, June 2003). The sensitive receptors closest to the project site are the mobile homes located approximately 110 meters west of the construction area.



Table 2
SCAQMD LSTs for Emissions in SRA-5

Pollutant	Allowable emissions as a function of receptor distance in meters from a one acre site (lbs/day)				
	25	50	100	200	500
Gradual conversion of NO _x to NO ₂	172	165	176	194	244
CO	1,480	1,855	2,437	3,867	9,312
PM ₁₀ (construction)	14	42	60	95	203
PM _{2.5} (construction)	7	10	15	30	103

Source: SCAQMD. <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>,

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

As discussed in Section XII(a), *Population*, implementation of the proposed project would not directly generate population growth because it does not involve residential development or development that would facilitate significant population growth. Therefore, the project would not contribute to an exceedance of the City's projected population growth forecast. Furthermore, the project does not conflict with the City's General Plan. As a result, **no impact** associated with conflicts to the adopted air quality management plan would occur.

b, c) The Basin is in non-attainment for the federal 8-hour ozone standard, the State 1-hour ozone standard, the federal 24-hour PM₁₀ standard, and the State 24-hour and annual PM₁₀ standards. The Basin is in attainment or unclassified for all other federal and State ambient air quality standards. The ozone precursors VOC and NO_x, in addition to fine particulate matter (PM_{2.5} and PM₁₀), are the pollutants of primary concern for projects located in the SCAQMD. Based on SCAQMD thresholds, a project would have a significant adverse impact on regional air quality if it generates emissions exceeding adopted SCAQMD thresholds.

Construction Impacts

An Air Quality and Greenhouse Gas study was prepared by ERM, February 2015 (Appendix B). Temporary construction emissions were estimated using the California Emissions Estimator Model (CalEEMod). Table 3 shows the maximum daily construction emissions that would result from proposed site preparation, grading, and paving in comparison to SCAQMD construction emission thresholds, including LST thresholds.

As indicated in Table 3, emissions generated by implementation of the proposed project would fall below SCAQMD regional thresholds. Construction activities (including site preparation, grading, and paving) would also be required to comply with SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Reasonably Available Control Measures (RACM) for all fugitive dust sources, and the Air Quality Management Plan (AQMP), which identifies Best Available Control Measures (BACM) and Best Available Control Technologies (BACT) for area



sources and point sources, respectively. Implementation of these requirements would further reduce project impacts associated with fugitive dust. The Air Quality study prepared for the proposed project did not include a comparison to LSTs. While LSTs apply only apply to onsite emissions and do not include offsite emissions, the total emissions from the construction of the project were compared to the LSTs. The total emissions were under the LSTs. Therefore, the project's construction emissions impacts would be **less than significant**.

**Table 3
Construction Emissions**

	SCAQMD Daily Thresholds (lbs/day)					
Pollutant	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Maximum Daily Emissions	12	97	95	20	9	0.2
SCAQMD Thresholds (peak day)	75	100	550	150	55	150
Exceed Daily SCAQMD Thresholds?	No	No	No	No	No	No
	Local Significance Thresholds (lbs/day)					
Pollutant	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Maximum Daily Emissions	12	97	95	20	9	0.2
Local Significant Thresholds (LSTs)	n/a	176	2,437	60	15	n/a
Threshold Exceeded?	n/a	No	No	No	No	n/a

Sources: SCAQMD LST Spreadsheet for a 5-acre site in SRA-5 and CalEEMod; See Appendix B for complete CalEEMod results.

CalEEMod V2013.2.2 (See Appendix A for model results); SCAQMD CEQA Air Quality Handbook, 1993. Air Quality and Greenhouse Gas Technical Supplement Large Press Expansion Project, April 2015 (Appendix B)

Operational Impacts

Long-term operational emissions associated with the proposed project are those attributed to vehicle trips (mobile emissions), the use of natural gas (energy emissions), consumer products, and architectural coatings. The project includes the installation of a 60,000-ton press system, and associated equipment. Permitted equipment will be required to meet BACT emission performance standards under SCAQMD rules. Development of the proposed project would be required to comply with all applicable rules set forth by the SCAQMD and all applicable policies of the City of Long Beach General Plan and the City of Paramount General Plan. The total operational emissions from the proposed project are shown on Table 4.

**Table 4
Total Project Operation Emissions (lbs/day)**

	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Total Operations Emissions	53.4	220.7	154.9	36.7	36.7	1.7

Source: Air Quality and Greenhouse Gas Technical Supplement Large Press Expansion Project, ERM (Appendix B)



The project involves the installation of new equipment, including nine furnaces and one abrasive blast cabinet, that require permits from the SCAQMD. SCAQMD Rule 203 requires operation permits for equipment that could cause the issuance of air contaminants. Rule 1303 lists the permit requirements including, the use of Best Available Control Technology (BACT), providing modelling of air quality emissions from the proposed project. If the emissions that would be produced by the proposed equipment exceed the thresholds, then offsets can be purchased. The purchasing of emission offsets is regulated under Rule 1309. Emissions from the proposed SCAQMD permitted equipment were estimated based on emission factors specified in Appendix B. Emissions for SCAQMD permitted equipment are shown in Table 5.

Table 5
Estimated SCAQMD Permitted Equipment Operation Emissions (lbs/day)

	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
SCAQMD Permitted Furnaces (9)	17.3	191.8	86.4	18.8	18.8	1.5

Source: Air Quality and Greenhouse Gas Technical Supplement Large Press Expansion Project, ERM (Appendix B)

The SCAQMD permitted equipment is required to comply with emissions regulations under Rule 203. Since this equipment is subject to its own set of standards, it has been subtracted from the overall operational emissions of the project (Table 4). Table 6 shows the operational emissions of the project without the SCAQMD permitted equipment. As shown in Table 6, emissions from operation of the proposed project would not exceed thresholds.

Table 6
Estimated Operational Emissions (lbs/day)

	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Project Emissions	36.1	28.9	68.5	17.9	17.9	0.2
SCAQMD Thresholds	55	55	550	150	55	n/a
Exceeds Threshold?	No	No	No	No	No	n/a

Source: Air Quality and Greenhouse Gas Technical Supplement Large Press Expansion Project, see Appendix B.

Impacts would be **less than significant**.

d) Certain population groups, such as children, the elderly, and people with health problems, are considered particularly sensitive to air pollution. Sensitive receptors consist of land uses that are more likely to be used by these population groups. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas. The sensitive receptors nearest to project activities are the mobile homes located immediately across Cherry Avenue, west of the site. A Health Risk Assessment (HRA) was prepared for the project in order to analyze the potential health impacts associated with the toxic air contaminants (TAC) emissions associated with the proposed project (Appendix B). Emissions of TACs would be expected from the furnaces and the abrasive blasting cabinet. Table 7 summarizes the health risks for the residents of the adjacent mobile home park, the workers at the adjacent industrial sites south of the project site, hospitals, and schools within 0.5 miles of the project site.



Table 7
Health Risks at Sensitive Receptors

Receptor	Distance to Site	Risk Type	Risk at Receptor	Threshold (in one million)	Exceed?
Mobile Home Park	70 feet	Cancer	6.05	10	No
		Chronic	0.10	1	No
		Acute	0.08	1	No
Industrial Buildings	20 feet	Cancer	1.68	10	No
		Chronic	0.16	1	No
		Acute	0.19	1	No
Wesley Gaines Elementary School	0.13 miles	Cancer	0.84	10	No
		Chronic	2.59E-02	1	No
		Acute	5.38E-02	1	No
Leona Jackson School	0.2 miles	Cancer	0.54	10	No
		Chronic	1.73E-02	1	No
		Acute	3.75E-02	1	No
McKinley School	0.3 miles	Cancer	0.69	10	No
		Chronic	1.57E-02	1	No
		Acute	1.76E-02	1	No
Promise Hospital	0.1 miles	Cancer	4.39	10	No
		Chronic	7.16E-02	1	No
		Acute	6.42E-02	1	No

Source: Air Quality and Greenhouse Gas Technical Supplement Large Press Expansion Project, ERM (Appendix B)

As indicated above, project emissions would not exceed thresholds and, therefore, would not subject sensitive receptors to significant pollutant concentrations. Consequently, impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be **less than significant**.

e) Odors would be generated by the operation of equipment during the construction phases of the proposed project but no change in produced odors would occur during operation. Odors associated with construction machinery would be those of diesel machinery, which includes the smells of oil or diesel fuels. The odors would be limited to the time that construction equipment is operating. All off-road construction equipment would be covered by the CARB anti-idling rule (SS2449(d)(2)), which limits idling to 5 minutes. Some of these odors may reach sensitive receptors located to the north of the project site; however, because of their temporary nature, odor impacts would be **less than significant**.



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

IV. Biological Resources

Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified 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 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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) The project site is currently completely developed with buildings and parking lots. The proposed project would increase the floor area on the site by replacing previously existing structures with a larger enclosed building. Therefore, no habitat loss would occur and the project would have **no impact** on any species identified as a candidate or special status species.



b) The project site is industrial and within an urban setting that lacks vegetation. The project site does not include any riparian or sensitive natural communities. **No impact** to riparian or sensitive natural communities would occur with implementation of the proposed project.

c) The project site is currently fully developed. Further development of the site would have **no impact** on federally protected wetland as defined by Section 404 of the Clean Water Act.

d) The proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or affect any nursery sites as compared to the current site conditions. The project site is fully developed and does not provide for any substantial movement or nursery habitat. **No impact** would occur.

e) The proposed project would not conflict with any local policies or ordinances protecting biological resources. No vegetation, including trees, would be removed through the implementation of the project. Therefore, **no impact** would occur.

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. Cultural Resources

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) There are no designated historic buildings on the project site and the project is not located in a historic district (City of Long Beach, 2014) (City of Paramount 2007). Project implementation would have **no impact** on any historic resources in the City.

b-d) The project site has been previously graded and paved; therefore, the likelihood that intact archaeological resources, paleontological resources, or human remains are present is low. The



site is relatively flat and does not contain unique geologic features. Because the site has been developed previously, any surficial paleontological resources that may have been present at one time have likely been disturbed. Therefore, the topmost layers of soil in the project area are not likely to contain substantive fossils. However, the proposed forging press and foundation for the building would require excavation into the deeper soils. Although project implementation is not expected to uncover archaeological resources, paleontological resources or human remains, the possibility for such resources exists and impacts would be potentially significant.

Mitigation Measures

The following mitigation measures would reduce impacts to unknown cultural resources to a **less than significant** level.

CR-1 Resource Recovery Procedures. In the event that archaeological resources are unearthed during Project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Native American representative shall be retained to monitor any mitigation work associated with Native American cultural material.

CR-2 Human Remains Recovery Procedures. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to the Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. Additional surveys will be required if the Project changes to include unsurveyed areas.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VI. Geology and Soils

Would the Project:

a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. Geology and Soils				
Would the Project:				
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 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, 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i) Per Plate 2 of the Seismic Safety Element of the Long Beach General Plan (Long Beach, City of, 1988), the most significant fault system in the City is the Newport-Inglewood fault zone. This fault zone runs in a northwest to southeast angle across the southern half of the City. A portion of the Newport-Inglewood Fault Zone is located approximately 4 miles to the southwest of the project site, but no known fault lines cross through the site. Therefore, impacts related to surface rupture would be **less than significant**.

a.ii) The Newport-Inglewood fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the City. However, the project site is not subject to unusual levels of ground shaking and all new structures would be required to comply with all applicable provisions of the California Building Code (CBC). Therefore project impacts would be **less than significant**.

a.iii) The project site is located within an area where liquefiable materials are mapped and/or where liquefaction has occurred in the past according to the State of California Seismic Hazard Zones Long Beach Quadrangle (1999). However, the project site is currently developed with industrial buildings and all proposed buildings would be required to follow CBC standards that



address liquefaction hazards including strengthening the foundation and its footings. Therefore, impacts would be **less than significant**.

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

b) There is potential for soil erosion to occur at the site during site preparation and grading activities associated with the project. The majority of the excavation would occur within the City of Long Beach. Excavation activities would be required to adhere to Section 18.95.050 of the Long Beach Municipal Code and Section 48-4.1 of the Paramount Municipal Code, which identifies standard construction measures regarding erosion control, including Best Management Practices (BMPs), to minimize runoff and erosion impacts from project activities. Examples of required BMPs include sediment traps, stockpile management, and material delivery and storage. Project impacts would therefore be **less than significant**.

c) Please see Section VI. (b) above for discussion. Per the Long Beach General Plan Seismic Safety Element, the project site is not located in an area of slope instability. Because the project site is flat, slope stability impacts would be **less than significant**.

d) Per the City's Seismic Safety Element, the City is divided into four predominant soil profiles, designated as Profiles A through D. The project site is located in Profile B, which is composed of sandy and clayey alluvial materials. No issues with expansive soils are known to be present. Therefore, impacts would be **less than significant**.

e) The entire City is served by an existing sewer system; therefore, no need exists for septic tanks or any other alternative waste water disposal systems. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. Greenhouse Gas Emissions

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆) (Cal EPA, 2006b).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler (CAT, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *CEQA Guidelines* for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted significance thresholds for GHGs. The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons carbon dioxide equivalent (CDE)/year to be significant.

a) The project's proposed construction activities, energy use, daily operational activities, and mobile sources (traffic) would generate GHG emissions. The project-related construction emissions are confined to a relatively short period of time in relation to the overall life of the proposed project. Therefore, the construction GHG emissions were amortized over a 30-year period to determine the annual construction-related GHG emissions over the life of the project. The GHG emissions were calculated for the net increase as compared to existing operations on the site. Under the CEQA guidelines (Section 15064), a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan addressing the cumulative condition. As part of the State of California's Assembly Bill 32 Global Warming Solutions Act of 2006 (AB32), the California Air Resources Board (CARB) has implemented the AB32 Scoping Plan which includes the Cap & Trade Program for the management of GHG emissions from industrial facilities within the State. The Cap-and-Trade program is applicable to industrial facilities which report direct GHG emissions in excess of 25,000 MT/yr. In addition, all GHG emissions due to electricity (in-state and imported) are subject to the Cap-and-Trade program.

As shown in Appendix B, the baseline direct emissions from the Weber facility are 17,663 MT/yr. With the proposed project, the Weber facility will exceed the 25,000 MT threshold and



thus become subject to the Cap & Trade Program. As a “covered” facility, Weber will be required by regulation to obtain CARB approved GHG credits every calendar year to cover direct GHG emissions reported under the MRR program. These GHG credits are generally CARB-auctioned California Carbon Allowances (CCA) with up to 8% California Compliance Offsets (CCOs) allowed. As such, all GHG emissions from project operations are expected to be covered by approved GHG credits each year. Construction emissions will not be subject to Cap & Trade and thus, are shown as a positive number after Cap & Trade compliance.

In addition, the indirect GHG emissions associated with increased electricity consumption at Weber will also be covered under the Cap & Trade program via the electric utility. As such, these emissions will also be fully covered by the Cap & Trade regulation and thus, are shown as zero post-compliance.

By complying with the AB32 regulations, the GHG emissions associated with the proposed project (direct and indirect) will be below the applicable SCAQMD significance threshold for industrial facilities.

As shown in Table 7, the combined annual GHG emissions associated with the proposed project would be 89 metric tons. This is less than the SCAQMD threshold of 10,000 metric tons per year.

**Table 7
 Estimated Emissions of Greenhouse Gases**

Emission Source	Annual Emissions (metric tons CDE) ³
Direct Project Operational Emissions	56,152
Construction Emissions (Amortized Over 30 Years)	89
Total Direct Project Emissions (Operational + Construction)	56,241
Direct Project Emissions Increase after Cap-and-Trade Compliance (Direct Net)¹	89
Indirect Project Emissions from increased Electricity Consumption	5,414
Indirect Project Emissions Increase after Cap-and-Trade Compliance (Indirect Net)²	0
Total Project Emissions after Cap-and-Trade (Direct Net + Indirect Net)	89
<i>Applicable Significance Threshold</i>	10,000
Exceeds Significance Threshold?	No

Sources: Air Quality and Greenhouse Gas Technical Supplement Large Press Expansion Project, ERM, Appendix B

¹ Once direct GHG emissions reported by Weber exceed 25,000 NT/yr, all direct operational emissions will be subject to Cap-and-Trade regulation.

² All indirect GHG emissions associated with the increased electricity consumption from the project are subject to the Cap-and-Trade program.



b) In April 4 2012, the Southern California Association of Governments (SCAG) adopted the 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development. The proposed project would be infill development that replaces previously existing on-site buildings and facilities. The proposed project is also consistent with energy efficiency measures because it would comply with Title 24, the California Building Energy Efficiency Program. The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. Hazards and Hazardous Materials

Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. Hazards and Hazardous Materials

Would the Project:

response plan or emergency evacuation plan?

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"/>
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a, b) The proposed project involves site preparation, grading, and paving of the project site, as well as the construction of a new 115,000 sf building. The new building would contain a 60,000 ton forging press. The site forges aluminum and titanium into finished products. The Hazards and Hazardous Material Technical Supplement prepared for the project (Appendix C) lists the hazardous materials used on the project site, how the materials are stored, and how the materials are disposed of when no longer in use. The site has no record of hazardous material incidents. The site would continue to comply with all applicable regulations including the manner of disposal and storage on the site. A Soil Management and Transportation Plan (SMTP) would be created for the project to assist construction workers in identifying potentially hazardous materials encountered during ground disturbance and guide the handling, storage, and transportation of those materials. The SMTP will detail the necessary actions to comply with applicable hazardous materials regulations, some of which include Health and Safety Code Section 25100 et seq. and Section 25163 et seq., title 22 of the California Code of Regulations Section 66263.10 et seq., Title 13 of the California Code of Regulations Section 1160 et seq., California Vehicle Code Section 12804.2 et seq. and 31303 et seq. This plan would establish criteria for reuse of excavated materials or off site transport for disposal at appropriate State-approved facilities. The SMTP would be reviewed and approved by the City prior to construction start.

A Groundwater Management Plan (GMP) would be created for the project to guide the handling, storage, and transportation of groundwater extracted during the dewatering process or otherwise encountered during the course of project implementation, including testing requirements. The GMP would detail the necessary actions to comply with applicable hazardous materials regulations, as noted above, and would establish criteria for disposal of the extracted groundwater. Therefore, impacts would be **less than significant**.

c) The nearest existing school is the Wesley Gaines Elementary School located about 750 feet northwest of the project site. The site is an existing industrial facility with no record of hazardous material incidents. The site would continue to comply with all applicable regulations



including the manner of disposal and the storage of any materials on the site. Therefore, the project would have a **less than significant** impact on schools.

d) A Phase I Environmental Site Assessment (ESA) was completed for the project (Appendix D). The ESA found no historical adjacent properties required regulatory agency file reviews because of their closed status and/or location, with the exception of the AAD Paramount Site located at 16613 Minnesota Avenue approximately 150 feet west of the project site. The AAD Paramount Site was listed on the CERCLIS database for a removal action performed by the USEPA emergency response section in 2000 that appears to have been completed in 2001. In 2009, a test well was advanced to a depth of 30 feet below ground surface. The results of laboratory analyses conducted on a groundwater sample collected from that well were presented in a letter report prepared by WGR Southwest, Inc. Based on this groundwater sampling, the ADD Paramount site does not appear to represent a significant environmental concern to the project site. Therefore, the impact would be **less than significant**.

e) The project site is located approximately 3.75 miles north of Long Beach Airport. The proposed additions would be of a similar height as the current structures and would not impact airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. **No impact** would occur.

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

g) As indicated above, the proposed project involves the construction of a new building and an upgraded substation on a currently developed site. The new building would be fully contained within the existing site boundary and entirely within the City of Long Beach. The upgraded substation would also be contained within the currently developed site and entirely within the City of Paramount. The proposed project does not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be **less than significant**.

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. Hydrology and Water Quality

Would the Project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. Hydrology and Water Quality

Would the Project:

would be a net deficit in aquifer volume or a lowering or 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)?

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 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



a, e, f) A Hydrology and Water Quality Technical Supplement was prepared for the proposed project (Appendix E). The study states that temporary site preparation, grading, and paving activities associated with the project may result in soil erosion that could degrade water quality. However, on-site activities would be required to comply with the requirements of the Long Beach Municipal Code Chapter 18.95, National Pollutant Discharge Elimination System (NPDES) and Standard Urban Stormwater Mitigation Plan (SUSMP) Regulations and Paramount Municipal Code Chapters 48-4.1 and 48-4.2. Specifically, proposed construction activities would be required to comply with Long Beach Municipal Code Section 18.95.050 and Paramount Municipal Code Section 48-4.1, which requires construction plans to include construction and erosion and sediment control best management practices (BMPs). Examples of required BMPs include sediment traps, stockpile management, and material delivery and storage. Additionally, the applicant is proposing to install an advanced stormwater treatment system designed to meet the criteria and limitations under the new Industrial General Permit 2014-0057-DWQ, which will take effect July 1, 2015. The storm water system will include the installation of new storm drain lines feeding into the underground advanced filtration system and ultimately connecting to an existing main. Compliance with these requirements would reduce potential impacts associated with water quality during construction of the proposed project.

The site is already paved so the proposed project would not increase the amount of impervious surface area on the site. The site is served by stormwater systems and the project would not increase the runoff going into those systems. Therefore, no long-term change to hydrology or water quality would occur and this impact would be **less than significant**.

b) The proposed project would involve the construction of a new building and an upgraded substation. Because the site is currently developed, the amount of impervious surface would not change as a result of the project. No new impermeable surfaces would be created and therefore no interference with groundwater recharge would occur. Construction equipment cannot operate safely or efficiently in saturated, potentially unstable soils. Assuming that the current depth to water at the site is approximately 13 feet to 17 feet below ground surface (bgs), based on the estimated 85 feet bgs depth of required excavation, it will be necessary to conduct dewatering at this location. The purpose of the dewatering is to draw the water table down over a period of time while the excavation occurs. Wells would be installed immediately outside the excavation area. Pumps within those wells would be used to extract groundwater from the desired dewatering zone and lower the water table below the final excavation level (85 feet bgs). Dewatering wells would be installed in borings that extend from the ground surface to below the original water table into the desired dewatering zone. The Hydrology and Water Quality Technical Supplement prepared for the project estimates that approximately 22,000 gallons of groundwater would be extracted during dewatering. Extracted groundwater would be pumped into an onsite storage tank and sampled. As appropriate, treatment would be performed prior to release to the storm drain system. These activities would be conducted in accordance with applicable regulations and the provisions and requirements of the discharge permit.

This groundwater would be managed in accordance with a Groundwater Management Plan that would be created for the project to guide the handling, storage, and transportation of groundwater extracted during the dewatering process, or otherwise encountered during the



course of project implementation. The Groundwater Management Plan would detail the necessary actions to comply with applicable regulations, including testing requirements, and would establish criteria for disposal of the extracted groundwater. As such, the impact on groundwater would be **less than significant**.

c, d) The project site is currently developed with buildings and surface pavement. The changes proposed by the project would not substantially change the drainage pattern of the site or area and needed drainage system improvements would be incorporated in accordance with City requirements. City requirements include the regulation that drainage from the site must be the same before and after construction. Therefore, the impact would be **less than significant**.

g, h) The project site is located in Zone X of the FEMA FIRM (Map # 06037C1820F; September 26, 2008). Zone X is characterized as having a 0.2% chance for an annual flood. The proposed project would not increase exposure of people, housing, or other property to risks associated with flooding within a 100-year flood hazard area. Thus, **no impact** would occur.

i) According to the Paramount and Long Beach General Plans, the proposed project is not subject to flooding due to dam or levee failure nor would it increase exposure to risks associated with dam or levee failure. **No impact** would occur.

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

According to the Paramount and Long Beach General Plans, the project site is located in a low hazard area for tsunamis and seiches. The project site is located approximately eight miles from the coastline. Therefore, this impact would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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X. Land Use and Planning

Would the Project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- c) Conflict with an applicable habitat conservation plan or natural community conservation plan?

a) The proposed project would not physically divide an established community, because it consists of the construction of a new industrial building and an upgraded electrical substation on an existing industrial site. The basic use of the site would not change. **No impact** would occur.

b) The portion of the project site within Long Beach is designated General Industry (9G) and is in the Central General Industrial District Area Plan in Paramount. The portion of the site that is within Long Beach is zoned General Industrial (IG) and the portion in Paramount is zoned Heavy Manufacturing (M-2). The project is not located in the coastal zone and is not subject to the Local Coastal Program. No changes to the General Plan land use or zoning designations are proposed or required. Therefore the project would not conflict with any applicable land use plans and **no impact** would occur.

c) The project site is in an urban area characterized by residential and industrial development. No habitat conservation plan or natural communities conservation plan would be affected by project implementation. See Section IV(e) for further discussion. Therefore, **no impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. Mineral Resources

Would the Project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

a, b) The project site and surrounding properties are part of an urbanized area with no current oil or gas extraction. No mineral resource activities would be altered or displaced by the proposed project. Therefore, **no impact** would occur.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. Noise				
Would the Project result in:				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA Community Noise Equivalent Level



(CNEL) for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City of Long Beach has adopted a Noise Ordinance (Long Beach Municipal Code Chapter 8.80) that sets exterior and interior noise standards.

The City of Paramount sets an exterior noise limit for residential at 62 dBA from 6:00 a.m. to 10:00 p.m. and 67 dBA from 10:00 p.m. to 6:00 a.m. for R1 and R2 zoned property. Industrial noise limits are 82 dBA from 6:00 a.m. to 10:00 p.m. and 77 dBA from 10:00 p.m. to 6:00 a.m. (Paramount Municipal Code Chapter 45).

Vibration is a unique form of noise. It is unique because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.

Vibration impacts would be significant if they exceed the following Federal Railroad Administration (FRA) thresholds:

- *65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios.*
- *72 VdB for residences and buildings where people normally sleep, including hotels.*
- *75 VdB for institutional land uses with primary daytime use, such as churches and schools.*
- *95 VdB for physical damage to extremely fragile historic buildings.*
- *100 VdB for physical damage to buildings.*

Construction vibration impacts would be less than significant for residential receptors if they are below the threshold of physical damage to buildings and occur during the City's normally permitted hours of construction, as described above, because these construction hours are during the daytime and would therefore not normally interfere with sleep.



a, c, d)

Construction

A Noise Study was prepared for the proposed project (Appendix F). Project construction would generate temporary noise levels that could be audible to sensitive receptors near the project site. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. Nearby noise-sensitive land uses include residential units located across Garfield Avenue, west of the site in Paramount. These residences are located approximately 110 feet from the project construction site. During project construction, construction equipment would be active on the site, and construction related traffic (such as construction workers) would also drive to and from the site.

Noise levels from the proposed construction were analyzed for various scenarios. Table 8 summarizes potential maximum noise levels from off-road equipment and on-road heavy equipment operated during the three most active phases of construction expected to generate the most noise:

- Site Preparation combined with Excavation and Dewatering;
- Press Facility Construction combined with Substation Construction; and
- Press Facility Construction combined with Utility Connections.

As shown in Table 8, the expected noise levels, using conservative assumptions about equipment use and location relative to residential receptors, are consistent with the General Plans and local ordinances for both cities for industrial sites and construction.

The predicted noise levels assume most of the equipment is operating simultaneously for six hours during the day. In reality, particularly for the short-term noise levels, noise levels are expected to be less than estimated since operation would likely not always occur simultaneously and for that long. In addition, the noise contribution from the substation work is conservatively high because that work is further than 500 feet from residences and buildings (which would “block” noise) are located between the substation area and residences.

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

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



**Table 8
Predicted Noise Levels from Construction Equipment**

Phase	Heavy Construction Equipment Assumed to be Used	Potential Noise Level at 100 feet from the Single loudest Equipment (dBA)	Potential Noise Level at 500 Feet from all Equipment (dBA)
Site Preparation, Excavation, and Dewatering	Drill Rig (1) Excavators (4) Dump Trucks (8) Front End Loaders (2) Bulldozer (1) Rolling Compactors (2)	Hourly Max: 82	Hourly Max: 79 CNEL: 73
Press Facility Construction and Substation Construction	Cranes (3) Concrete Trucks (10) Forklifts (12) Aerial Lifts (7) Portable Welders (4) Air Compressors (2) Scissor Lifts (6) Concrete Pump Trucks (2)	Hourly Max: 79	Hourly Max: 78 CNEL: 72
Press Facility Construction and Utility Connections	Cranes (2) Concrete Trucks (10) Forklifts (8) Aerial Lifts (5) Portable Welders (6) Air Compressors (4) Scissor Lifts (12) Concrete Pump Trucks (2)	Hourly Max: 79	Hourly Max: 78 CNEL: 72

Source: Noise Technical Supplement, ERM (Appendix F)

Section 45-7 of the Paramount Municipal Code exempts all construction noise from the ordinance, but prohibits construction from occurring from 8:00 p.m. to 7:00 a.m.

To help further minimize noise levels during construction, the following standard measures would also be implemented:

- All equipment will be properly maintained and equipped with noise control, such as mufflers, according to manufacturers' specifications.
- Construction equipment will be located as far from sensitive receptors (e.g., residences, schools, places of worship, and hospitals) as possible, will be arranged to minimize travel adjacent to noise-sensitive receptors, and will be turned off during prolonged periods of nonuse.
- All reasonable and customary noise reduction measures will be implemented and the name and telephone number of a person for the public to contact to resolve noise-related problems will be posted.

Construction noise impacts would be temporary, and construction contractors would be required to comply with Municipal Code requirements restricting hours of excessive noise generation. Therefore, the project would not result in exposure of persons to or generation of noise levels in excess of standards and this impact would be **less than significant**.



Operation

Because noise is measured on a logarithmic scale, noise sources typically have to double (approximately) to be appreciable/perceptible. Typically noise increases less than 3 dBA are not perceptible. The proposed Project would increase noise from two main sources: increased traffic from increased employment, and by introducing new noise sources (the new press and related equipment) at the facility. As described in the following discussion, the combined additional noise sources would not double the existing noise sources, nor would they be perceptible to the local noise receptors (nearby residents).

The Noise Study completed for the project states that once construction is complete, the facility is expected to increase the number of employees from 465 to 525 (projected for 2018), a 13 percent increase in workforce. These employees would drive passenger vehicles to work, contributing to noise levels on nearby roadways. As mentioned previously, noise increases typically start to be noticeable when traffic levels double. Given the increase from traffic associated with workers from the site would only increase by 13 percent, the anticipated noise levels from nearby roadways would not increase significantly. The additional 60 workers are assumed to result in 49 more cars on the road per day (i.e., 49 more round trips), and conservatively assuming a third are being driven in the daytime hours and two-thirds are being driven in the nighttime hours, the CNEL from these cars alone would be about 50 dBA at 50 feet. Background levels near roadways are generally 55 to 75 dBA depending on the traffic volumes and road configuration. Combining the 50 dBA noise with an existing 55 dBA would only increase noise levels by about 1 dBA, which would generally not be noticeable.

The current facility has existing operations occurring in multiple buildings. The major stationary source of new noise as a result of the proposed Project would be the new press facility. The new press facility will have equipment similar to what is already operated at the facility such as gas-fired furnaces, a hydraulic forging press, cranes, semi-automated manipulators, and fork trucks. According to the manufacturer of the proposed New Press, noise levels at a given pump would be roughly 110 dBA, comparable to existing pump noise levels.

Like the existing layout, the new equipment would be housed within a building, which would reduce outdoor noise from the new equipment. In fact, in some cases, instead of forklifts, some tracked manipulators will be used, which are expected to have lower noise levels compared to forklifts. Furthermore, the pump room in the New Press Building would be fully enclosed, with concrete walls and ceiling; therefore noise propagation beyond the new Pump Room would be less than under current conditions at the Building A Pump Room.

Similar to traffic noise (see above), noise sources generally need to double to result in an appreciable increase in noise levels. Weber Metals is expecting that the exterior noise levels for the new press facility would be similar to existing noise levels from one of the existing buildings. In addition, the overall increase in the number of equipment would less than double (though some new equipment may be larger than existing equipment). Overall, the increase in noise-generating activity is expected to be less than double. Therefore, for noise sensitive



receptors located no closer to the new press facility than the existing buildings generating noise, the overall increase in noise is expected to be less than 3 dBA and less than appreciable.

The combined noise from the new press facility and noise sources such as other industrial activities and traffic would vary throughout the day. If the new press facility generates a noise level of about 55 dBA at the nearby residences on Garfield Avenue, noise levels would increase by 3 dBA or more (the threshold at which an increase in noise is generally appreciable) when existing noise levels are 55 dBA or less. This would still result in noise levels below noise ordinance. When existing noise levels go above 55 dBA, the combined noise level from existing and the new press facility would result in an increase of less than 3 dBA, which would generally not be perceptible. Therefore, the project's operational noise impacts would be **less than significant**.

b) Project construction activities are anticipated to result in some vibration that may be felt on properties in the immediate vicinity of the project site, as commonly occurs with construction projects. Table 9 identifies various vibration velocity levels for different types of construction equipment. Project construction would not involve the use of pile drivers, but could involve the use of bulldozers on the project site. Additionally, loaded trucks carrying construction materials would operate on the project site and some surrounding streets during construction.

Table 9
Predicted Vibration Levels from
Construction Equipment at 100 Feet

Equipment	Vibration Level (VdB)	PPV (inches per second)
Bulldozer	69	0.01
Loaded Trucks	68	0.01
Drillers	69	0.01

Source: Noise Technical Supplement, ERM (Appendix F).

Vibration levels would be below the 72 VdB threshold for residences and buildings where people normally sleep at the nearest residential receptors, which are located approximately 110 feet from the project site. Also, both cities' Noise Ordinances prohibit construction outside daytime hours; therefore, construction vibration would not be significant at these receptors because they would be below acceptable levels and would occur outside hours when people normally sleep. Therefore, the project would not result in excessive ground-borne vibration or noise, and this impact would be **less than significant**.

e, f) The project site is located three miles north of the Long Beach Airport. No residences or development that would increase population near airports are proposed. Therefore, **no impact** associated with airport noise conflicts would occur.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. Population and Housing

Would the Project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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) The project would not directly induce population growth since it does not involve any new housing units. The new building would accommodate approximately 60 new jobs during operation. However, these industrial jobs would likely be filled by the local labor pool. This impact would be **less than significant**.

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. Public Services

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| i) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. Public Services

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Fire protection is provided by the Long Beach Fire Department (LBFD) and the Los Angeles County Fire Department (LACFD). The Fire Departments provide medical, paramedic, and other first aid rescue service. The LBFD and the LACFD would be required to sign off on project activities prior to implementation of the portions project that are within their respective jurisdictions.

The proposed project would construct a new building and an upgraded substation. The site is within the existing service area of the LBFD and LACFD and onsite construction would comply with applicable Fire Code requirements. Therefore, no or expanded facilities would not be needed to provide fire protection service and the impact would be **less than significant**.

b) Police protection is provided by the Long Beach Police Department (LBPD) and the Los Angeles County Sheriff’s Department (LACSD). The project site is served by the LBPD and the LACSD. The proposed project involves the construction of a new building and substation, but would not change the use of the site. Because the project site is within the LBPD and LACSD service areas, it would not create the need for new or expanded police protection facilities and the impact would be **less than significant**.

c) The City of Long Beach is served by the Long Beach Unified School District (LBUSD). The City of Paramount is served by the Paramount Unified School District (PUSD). The project does not involve any housing units and would thus not directly generate population growth that would create the demand for any new school facilities. Additionally, pursuant to Senate Bill 50, payment of fees to the affected school district would reduce school facility impact fees to a less than significant level for CEQA purposes. Therefore, the project would not create any new, significant demand for schools, and this impact would be **less than significant**.

d) The project does not involve new housing units and would not directly generate any population growth. Therefore, the project would not create any new demand for parks or recreational facilities and this impact would be **less than significant**.



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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. Recreation

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <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, b) The project does not involve new housing units or construction of new parks or any other type of recreational facilities. The project would not directly affect any existing parks or create any new demand for parks or recreational facilities since it would not generate population growth; therefore, impacts related to demand for recreation would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. Transportation and Traffic

Would the Project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing a measure 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. Transportation and Traffic				
Would the Project:				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (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, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) The proposed project would involve the construction of a new press forge building and upgraded substation. Construction of the project would generate temporary construction-related traffic such as deliveries of equipment and materials to the project site and construction worker traffic. Construction traffic would be limited and temporary, and would not be substantial in relation to the existing traffic load and capacity of the street system.

The project would also generate traffic during its operation. According to ITE Trip Generation, 8th Edition, the project would create 172.5 average daily trips. According to the applicant, 19 of these trips are anticipated to be heavy truck trips. These trips would mostly be distributed to Garfield Avenue, Cherry Avenue, and Harrison Street. However, the increase is not sufficient to create a significant impact on surrounding streets. Impacts would be **less than significant**.

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



d, e) Both construction traffic and operational traffic would have several options for accessing the site including two points on Cherry Avenue, one on Garfield Avenue, one from 69th Street, and two points on Harrison Street. The proposed project would not introduce or encourage any incompatible land uses in the project site vicinity as it involves continuation of the current use. Therefore, the project would not increase hazards and emergency access would be adequate. Therefore, impacts would be **less than significant**.

f) The project involves continuation of the current industrial use of the site and would not conflict with any adopted alternative transportation policies. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. Utilities and Service Systems

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, b, e) The proposed project would require connection to existing sewer infrastructure and could result in a small increase in the amount of wastewater produced on the site. The site is already served by the City's existing sewer system. Based on standard wastewater generation rates developed by the Sanitation Districts of Los Angeles County, the proposed project would generate an estimated 25 gallons of wastewater per 1,000 square feet per day, or approximately 2,750 gallons per day (gpd) for the new structure (Sanitation Districts of Los Angeles, 2013).

Currently, a majority of the City's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the Los Angeles County Sanitation Districts. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the Los Angeles County Sanitation Districts. The JWPCP provides advanced primary and partial secondary treatment for 350 million gallons of wastewater per day (mgd). The Long Beach Water Reclamation Plant provides primary, secondary, and tertiary treatment for 25 mgd of wastewater. Project operation would utilize 0.002 percent of the available wastewater treatment capacity of 375 mgd. Thus, the project would not exceed wastewater treatment requirements, exceed the capacity of the City's wastewater systems, or require the construction of new wastewater treatment facilities. These impacts would be **less than significant**.

c) As discussed in Section IX Hydrology and Water Quality, because the project site is already developed, the proposed project would not require the construction of substantial new storm water drainage facilities or expansion of existing facilities. This impact would be **less than significant**.

d) The proposed project would require connection to existing water delivery infrastructure and would result in an increase in the amount of water consumed on the site. The site is already served by the City's existing water system. Water use can be calculated at 120 percent of the wastewater generated by the project. Based on the project's estimated wastewater generation, project water demand can be estimated at 3,300 gpd, while the existing structures require 2,477 gpd for an increase of 823 gpd or 33 percent.

The City of Long Beach's 2010 Urban Water Management Plan (UWMP) reports total citywide water demand for 2010 at 63,448 acre-feet. This is projected to increase by 4,172 acre-feet (or 6.6 percent) to 67,620 acre-feet in 2015. Project water demand would represent less than 0.02 percent of the forecast citywide increase in water demand. Adequate water supplies are identified in the UWMP to meet future demand. Based on the project's incremental contribution to future demand, new sources of water supply would be not required to meet project water needs. This would be a **less than significant** impact.

f, g) The proposed project consists of the construction of a new industrial building, that would add 27,436 sf of space. This would not generate significant amount of waste over what the site already produces. CalRecycle maintains a list of waste generation rates that have been used in environmental documents. The most recent information for industrial projects states that 8.93 pounds of waste is generated per employee per day. Therefore the project would generate 535.8 pounds per day. This would be 0.006 percent of the available throughput capacity of the Scholl Canyon Landfill. Based on the disposal capacity of landfills serving the project site, this



incremental increase in waste generation would not affect the availability of solid waste disposal capacity. Therefore, impacts related to solid waste would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. Mandatory Findings of Significance

a) Does the Project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The proposed project would involve the construction of a new industrial building and an upgraded substation on an already developed site in an urban center. The site does not contain biological resources that would support the conclusion that the project would have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Due to the fact that the project would require the excavation of 75,000 cy of soils (55,000 cy of which would be exported), impacts to cultural resources would be potentially significant. Incorporation of Mitigation Measures CR-1 and CR-2 would reduce this potential impact to a **less than significant** level.

b) Due to the project’s limited size within a highly urbanized area, its contribution to cumulative impacts would not be cumulatively considerable. Impacts would be **less than significant**.



c) The proposed project has been found in this Initial Study to have less than significant impacts to human health. Although some construction noise and vibration may occur during daylight hours, overall operation of the site would remain similar to current conditions. Therefore, the proposed project would not have an adverse effect on human beings. Impacts would be **less than significant**.



REFERENCES

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