

Section B

Initial Study

B. Initial Study

Environmental Checklist

B.1 Project Description

B.1.1 Project Title

Flying M Ranch Temporary Trailer Facility

B.1.2 Lead Agency Name and Address:

California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102

B.1.3 Contact Person and Phone Number:

California Public Utilities Commission
Mr. Eric Chiang
(415) 703-1956

B.1.4 Proposed Project Location

The Proposed Project would be located in the City of Long Beach within the northeast quadrant of the intersection of the SR-91 freeway and the I-710 freeway, Los Angeles County. The site is bounded by the I-710 to the west, SR-91 to the south, the Los Angeles River to the east, and the City of Long Beach's boundary with the City of Compton to the north.

B.1.5 Applicant's Name and Address:

Southern California Edison Company (SCE)
2244 Walnut Grove Avenue
Rosemead, CA 91770

B.1.6 Proposed Lessee's Name and Address:

Flying M Ranch LLC
1400 S. Atlantic Avenue
Compton, CA 90221

B.1.7 Proposed Lessee's Parent Company Name and Address:

Martin Container, Inc.
1400 S. Atlantic Avenue
Compton, CA 90221

B.1.8 General Plan Designation

Industrial. The proposed use is consistent with the City of Long Beach General Plan.

B.1.9 Zoning

Medium Industrial (IM). The City of Long Beach zoning designation is Medium Industrial (IM). Transportation-related uses with no outdoor container storage located greater than 300 feet from a residential use are permitted by right in an IM zone. In a letter dated December 6, 2005, the City of Long Beach indicated that the project site is more than 300 feet from a residential area and meets Standard Industrial Classification (SIC) codes 41, 421, 4215, 423, 473, and 478. The letter from the City is included as Appendix A. Access to the project site from I-710 would occur through the City of Compton on streets designated as unlimited truck routes (Compton City Code, Chapters 12-2.30 and 12-5.5) where unrestricted through truck traffic is permitted.

B.1.10 Description of Project

SCE is proposing to lease utility Right of Way (ROW) to Flying M Ranch LLC (a wholly owned subsidiary of Martin Container) for the development of a temporary trailer facility for the parking of truck trailers on wheeled chassis.

B.1.11 Surrounding Land Uses and Setting

The project site is in an industrial area and surrounded by similar uses, container storage units, and manufacturing and distributing warehouses. It is adjacent to two freeways and the Los Angeles River, which is in a concrete channel.

B.1.12 Other Public Agencies Whose Approval Is Required

City of Long Beach.

B.2 Project Overview

Southern California Edison Co. (SCE) has applied to the California Public Utilities Commission (CPUC) for approval to lease to Flying M Ranch LLC an approximately 13.5-acre portion of the Hinson-Lighthipe Transmission right-of-way (Application No. A.08-02-021). SCE requests CPUC approval of the lease to Flying M Ranch LLC, a wholly owned subsidiary of Martin Container, for the development of a short-term trailer parking facility. For purposes of this Initial Study, SCE is identified as the Applicant and Flying M Ranch LLC as the lessee or operator. The Proposed Project would be implemented by Flying M Ranch LLC; it is not proposed by SCE, per se.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) Article 5 (Preliminary Review of Projects and Conduct of Initial Study) Section 15063 and the CPUC's Public Resources Code § 21080 to determine whether development of the Proposed Project could have a significant impact on the environment. Under CEQA, the CPUC must consider the whole of an action, including reasonably foreseeable actions that would result from approval of an application. In this instance, that includes development of the Proposed Project on the SCE-owned property, as it is a reasonably foreseeable result of the approval of the application for lease of the property.

Flying M Ranch LLC seeks to develop a short-term trailer parking facility that would provide a total of 242 storage/parking spaces for trailers with containers. The containers would remain mounted on wheeled chassis and would not be stored on the ground. Two portable office buildings would also be located on the project site. Each would be 1,600-square-foot and would be located near the site entrance on Sportsman Drive. The buildings would have restrooms and would be used for processing paperwork and allocating parking spaces.

The Proposed Project would be for the temporary storage of the trailers predominantly from the Ports of Los Angeles and Long Beach, for distribution either to the ports or to nearby warehouses. The Flying M Ranch facility would operate 24 hours a day, seven days a week. Flying M Ranch LLC anticipates that approximately 5 trucks per hour would drop off or pick up trailers, creating 10 trips (5 in and 5 out of the site). This would be approximately 120 trailers a day, or 240 trips total. The site would have a parking capacity for 242 trailers and it is anticipated that the use rate would be 80 percent, resulting in an average of 194 trailers parked on-site at any one time. Trailer parking would not exceed 72 hours. The estimated average time that a trailer would be on-site is 39 hours.

Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*, illustrate the proposed project in context. Figure 3, *Aerial Photograph*, shows additional detail about the vicinity. On-site photographs are provided in Figure 5, *Site Photographs*.

To access the site, trucks would exit I-710 at Alondra Boulevard and travel west to Atlantic Avenue. After turning left into Atlantic Avenue, the trucks would continue southeast and cross beneath I-710 before turning into Sportsman Drive. From there, trucks would continue 1,100 feet to the end of Sportsman Drive, where the access gate to the property would be located. Trucks leaving the Flying M Ranch site reverse these directions. From Sportsman Drive they would turn left onto Atlantic Avenue then right on Alondra Boulevard, where they would merge onto I-710. The I-710 Freeway is one of the primary truck routes to the ports. Alondra Boulevard and Atlantic Avenue are designated as unlimited truck routes through the City of Compton.

Planned improvements to the site include grading, paving, fencing, lighting, and installation of underground utilities. The site would include a fee collection station, electrical hookups, and trash disposal. Showers and eating accommodations would not be provided for the employees and truck drivers. Approximately 10.3 of the 13.5 acres would be paved with asphaltic concrete. Approximately 3.2 acres are unus-

Figure 1. Regional Location



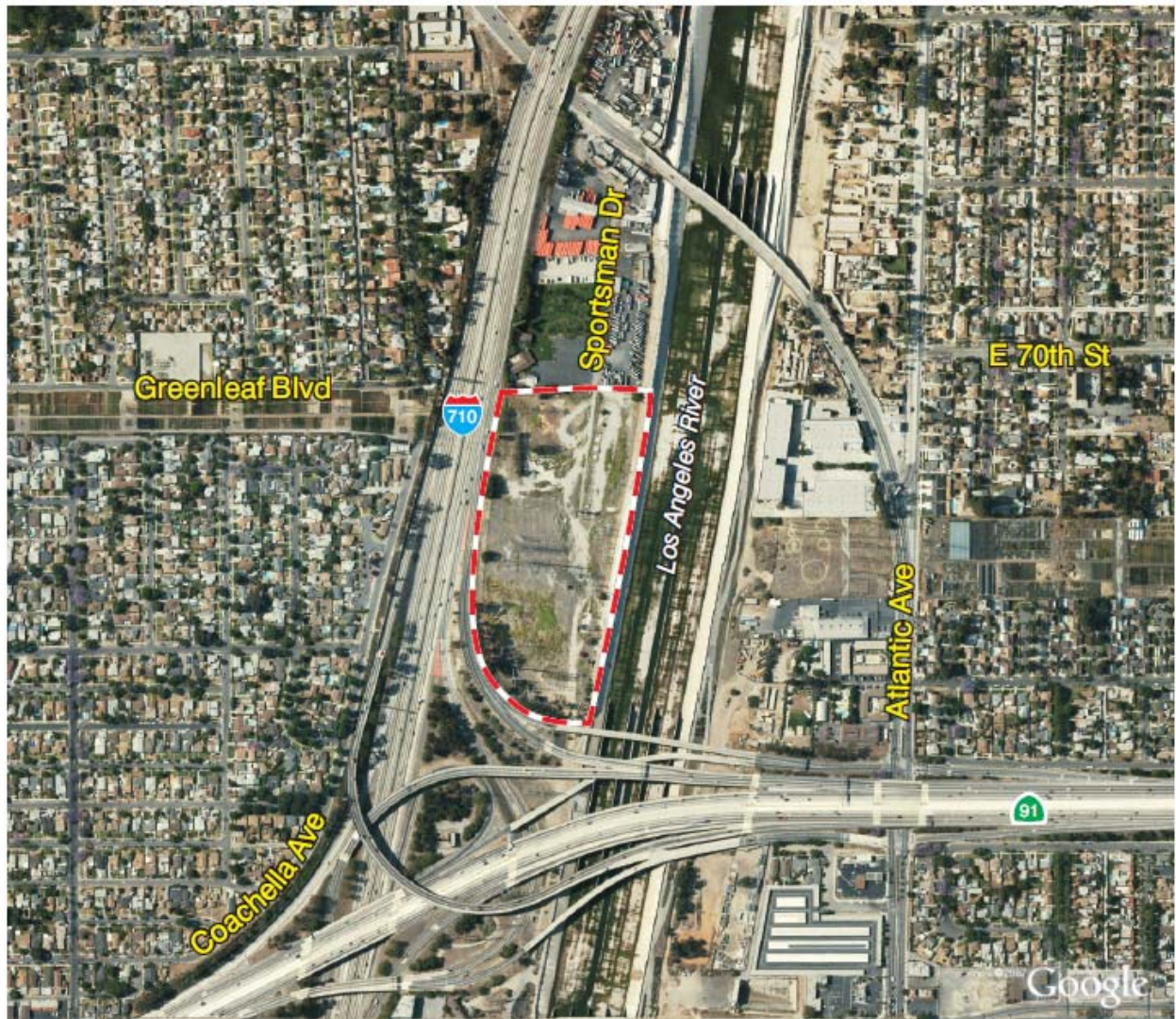
Source: Proponent's Environmental Assessment

Figure 2. Local Vicinity



Source: Proponent’s Environmental Assessment

Figure 3. Aerial Photograph



--- Site Boundary

Source: Google Earth Pro 2008

Source: Proponent's Environmental Assessment

0 700
Scale (Feet)



Figure 4. Site Photographs



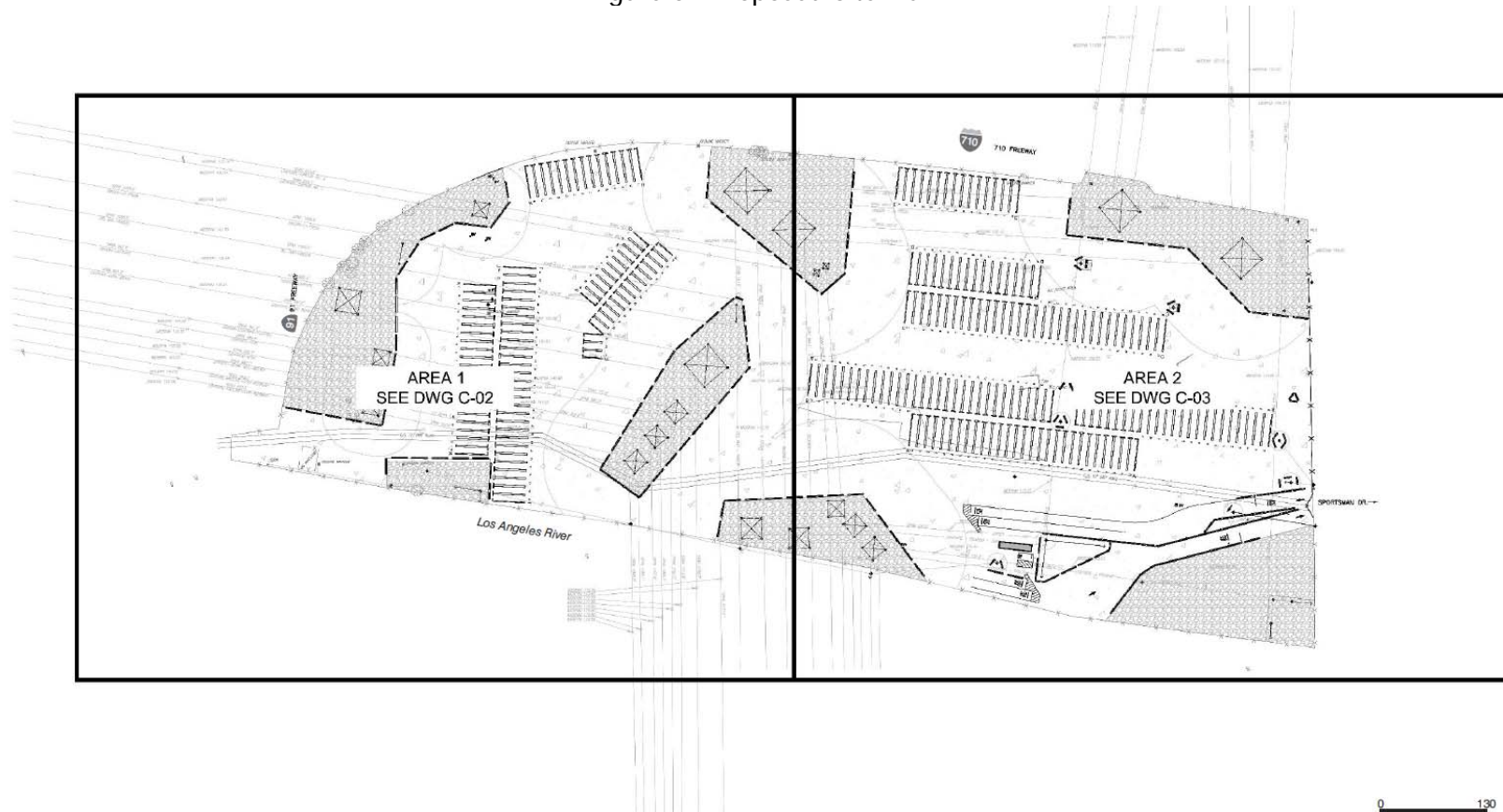
View of Site Looking South



View of Site Looking Northwest, Interstate I-710 in Background

Source: Proponent's Environmental Assessment

Figure 5. Proposed Site Plan



Source: Moffatt & Nichol 2008

Source: Proponent's Environmental Assessment

able and would be covered with a compacted crushed base material to minimize dust, assist with drainage and discourage the growth of weeds. A six-foot chain-link fence would be installed around the site. Gated access would be provided at the north side of the site, from Sportsman Drive. See Figure 5, *Proposed Site Plan*, for the proposed layout of the project site.

The proposed design includes protection of existing electric transmission towers and poles on the site with precast concrete barriers.

The Proposed Project site consists of approximately 13.5 acres of industrial property. Of this, approximately 10.3 acres are usable by the Proposed Project. The site is owned by SCE and contains high-voltage electrical transmission towers and poles. The property is at the southern terminus of Sportsman Drive, which provides the only access to the site. No sidewalks exist along Sportsman Drive. The parcel to the north of the site in Compton is used for truck parking. Figure 3, *Aerial Photograph*, and Figure 4, *Site Photographs*, illustrate the project site as it currently exists. The site is in an industrial area and is surrounded by similar uses (see Figure 3), including RV parking, a sports and hunting club, a hazardous waste trucking company (DTI), a Racing Pigeon Club, and warehouses. Freeways are on the immediate west and south sides of the site, and to the east is the concrete-lined Los Angeles River, which is separated from the site by a berm. The property adjacent to the north boundary of the proposed site is in Compton. It is used for truck parking by DTI Associates, LLC, carriers of chemicals in bulk. Flying M Ranch LLC's parent company, Martin Container, Inc., is located on the north side of Atlantic Avenue, near the intersection of Sportsman Drive and Atlantic Avenue. Between Atlantic Avenue and the site is a used car lot at the southeast corner of Sportsman Drive, Compton. Nearby sensitive uses include residential areas approximately 0.15 miles to the west, across I-710, and approximately 0.25 miles east of the site. The nearest school, approximately 0.4 miles northeast of the site, is the YMCA preschool at 700 E. 70th Street in Long Beach. Other schools in the vicinity include the David Jordan High School, approximately 0.5 miles southeast of the site, the Alexander Hamilton Middle School, approximately 0.7 miles northeast of the site, and the Long Beach Bible Institute, approximately 0.5 miles southeast of the site. Other sensitive receptors include the Coolidge Park Community Center, approximately 0.5 miles southwest of the site, Kelly Park, approximately 0.6 miles northwest of the site, and the Paramount Meadows Nursing Center, approximately 1.0 miles northeast of the site.

B.2.1 Purpose of Project

The purpose of the Proposed Project is to reduce congestion at the Ports of Long Beach and Los Angeles by managing the flow of trucks to and from the ports so as to reduce queuing of trucks waiting to pick up or deliver cargo trailers. This would also permit the shifting of truck traffic to non-peak times on local highways. The effect would be reduced highway congestion, thereby reducing emissions and improving overall air quality in the air basin.

In 2005, the ports started the OffPeak program, managed by a non-profit company called PierPass Inc., to address chronic congestion and air quality issues in and around the Ports of Los Angeles and Long Beach. The OffPeak program uses the existing transportation infrastructure more efficiently by shifting port cargo traffic out of peak commuting hours to nights and weekends. The program helps increase movement of cargo, reduces waiting time for truckers, reduces the number of trucks in rush-hour traffic, and reduces air pollution around the ports. Temporary parking locations, such as the Proposed Project, are used as temporary storage yards to facilitate the shifting of truck traffic to off-peak port hours.

B.2.2 Project Phasing

The project would be completed in a single phase upon obtaining all project approvals. Project implementation would take approximately six months.

B.3 References

B.3.1 Personal Communication and Correspondence

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B.3.2 Printed References

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B.3.3 Websites

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B.4 Environmental Analysis

Environmental Factors Potentially Affected

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

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- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" 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 type="checkbox"/> Mandatory Findings of Significance | |
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This section provides an evaluation of the impact Proposed Project on these resources and identifies mitigation measures, if applicable.

Environmental Analysis and Mitigation

B.4.1 Aesthetics

AESTHETICS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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) *Have a substantial adverse effect on a scenic vista?*

No Impact. There are no scenic vistas in the vicinity of the project site. The project site and surrounding area are relatively flat and have been developed with various industrial structures and developments. The site is bounded by two freeways, the concrete-lined Los Angeles River, and truck parking. The proposed project would not affect any scenic vistas, and no impact would result. No mitigation measures are necessary.

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

No Impact. There are no designated or eligible State Scenic Highways in the vicinity of the project site. The nearest State Scenic Highway to the site is State Route 2, approximately 26 miles north of the site. The nearest eligible State Scenic Highways are State Route 1 (approximately 9 miles southeast of the project site) and State Route 210 (approximately 14.5 miles north of the project). Therefore, the proposed project would not affect any scenic resources within a State Scenic Highway, and no impact would result. No mitigation measures are necessary.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant Impact. The site is currently undeveloped, with the exception of transmission towers and poles, a shed, and a chain-link fence along a portion of the perimeter. The site is surrounded by freeways to the south and west, a berm for the Los Angeles River to the east and truck parking and warehouses to the north.

Planned improvements to the site include grading, paving, fencing, lighting, and buried electrical lines. Approximately 10.3 acres would be paved with asphaltic concrete. Approximately 3.2 acres are unusable and would be covered with a compacted, crushed base material to minimize dust, assist with drainage, and discourage the growth of weeds. A six-foot chain-link fence would be installed around the site. The proposed project would not degrade the existing visual character or quality of the site and its surroundings. No mitigation measures are necessary.

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

Less Than Significant Impact. The proposed project would be located in an area developed mainly with industrial uses. The project site is currently used as an easement for SCE transmission towers and poles and is otherwise undeveloped. The proposed use of the project site would be temporary storage for trailers and would involve the installation of lighting on-site for security purposes.

Light poles would not exceed 15 feet in height from the finished grade and light fixtures would be directed downwards whenever possible to illuminate the target and not upward or toward the freeway. Lighting has been designed for safe movement of the trucks and for worker safety. The use of shields and baffles would help reduce spill light to a minimum.

There are no sensitive uses adjacent to any portions of the site that would be impacted by new lighting sources on the project site, and the implementation of the proposed project would not adversely affect day or nighttime views in the area. Impacts would be less than significant and no mitigation measures are necessary.

B.4.2 Agricultural Resources

AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment that, 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"/>

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.

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

No Impact. The project site is located in an area designated for industrial uses and is not currently used for agriculture. The site is not designated Prime, Unique, or Farmland of Statewide Importance according to the State Farmland Maps. No impacts would occur, and no mitigation measures are necessary.

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

No Impact. The project site is not currently zoned for agricultural purposes and does not fall under a Williamson Act Contract. No impacts would occur, and no mitigation measures are necessary.

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

No Impact. The project site is not currently used for agriculture; therefore, the Proposed Project would not convert farmland to nonagricultural uses. No impacts to farmland would occur. No mitigation measures are necessary.

B.4.3 Air Quality

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 Air Quality section addresses the impacts of the proposed project on ambient air quality and the potential for the project to cause unhealthy pollutant concentrations. The primary criteria air pollutants of concern for which ambient air quality standards (AAQS) have been established include ozone (O₃), carbon monoxide (CO), inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur oxides (SO_x), and oxides of nitrogen (NO_x), including nitrogen dioxide (NO₂). Areas are classified under the federal Clean Air Act as either attainment or nonattainment areas for each criteria pollutant based on whether the AAQS have been achieved or not. The South Coast Air Basin, which is managed by the South Coast Air Quality Management District (SCAQMD) is designated by both the state and the United States Environmental Protection Agency (USEPA) as a nonattainment area for O₃, PM₁₀, and PM_{2.5}. This section describes the type and quantity of air pollutant emissions that would be generated by the construction and operation of the proposed project. In addition, this section analyzes the project's contribution to global climate change impacts in California through an analysis of project-related greenhouse gas (GHG) emissions. The primary GHG of concern is carbon dioxide (CO₂).

A net increase in GHG emissions could contribute to potential cumulative impacts of GHG emissions on global climate change. The potential contribution of the proposed project to cumulative GHG impacts is evaluated by whether the project would impede or conflict with the emissions reduction targets and strategies implementing AB 32, the Global Warming Solutions Act of 2006.

The Climate Change Scoping Plan (Scoping Plan) approved by the California Air Resources Board (CARB) on December 11, 2008 included recommended strategies and sector targets for implementation to meet the goals of AB 32. Consistency with these strategies is assessed to determine if the proposed project's contribution to cumulative GHG emissions would be considerable.

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

Less Than Significant Impact. The Air Quality Management Plan (AQMP) provides a blueprint for how the SCAQMD expects to bring the South Coast Air Basin into attainment for all ambient air quality

standards. SCAQMD uses existing land uses and growth projections to forecast projected air pollution emissions from all sources in the basin and to establish the parameters of the AQMP. Projects that result in population and/or employment growth or growth in vehicle miles traveled that exceed the growth estimates included in the assumptions of the AQMP would be inconsistent with the AQMP. Projects that are consistent with the local general plan and do not create significant air quality impacts are considered consistent with the air quality–related regional plan. The proposed project would be consistent with the land use designations of the City of Long Beach General Plan.

One goal of the Flying M Ranch proposed project is to help reduce truck traffic on highways in the area of the ports during peak hours and to reduce congestion at the Port of Long Beach and the Port of Los Angeles. The reduction of truck trips to the ports during high congestion hours would also help reduce truck emissions and improve air quality at the ports. The ports started the OffPeak program managed by a non–profit company called PierPass Inc. in 2005 to address chronic congestion and air quality issues in and around the Ports of Los Angeles and Long Beach. The OffPeak program uses the existing transportation infrastructure of the ports more efficiently by shifting cargo traffic out of peak commuting hours to nights and weekends. The program helps increase movement of cargo, reduces waiting time for truckers, reduces the number of trucks in rush-hour traffic, and reduces air pollution around the ports and on the primary truck routes to the ports. Temporary parking locations like the proposed project are used to facilitate the temporary staging of truck traffic for off peak port hours. The OffPeak program enables PierPass users to access the port during nights and weekends which creates a peak period demand for local storage yards like the proposed project.

The Port of Long Beach and the Port of Los Angeles commissions adopted the San Pedro Bay Ports Clean Air Action Plan in November 2006. The Ports Clean Air Action Plan includes a Clean Trucks Program that would encompass the traffic between the proposed project and the ports. The Ports Clean Air Action Plan includes concession agreements between the ports and truckers providing drayage services, and concessionaires would have to comply with parking and routing restrictions established by local agencies. This creates a need for off-port and off-street parking or trailer storage like that provided by the proposed project. This means that by improving the use of transportation infrastructure at the ports and operational efficiency at the ports, the project would be consistent with the Ports Clean Air Action Plan. The proponent expects that all the trucks operating at Flying M Ranch would comply with the Ports Clean Trucks Program and that all the trucks will be required to follow California Air Resources Board regulatory requirements for idling, prohibiting idling for more than 5 minutes, per Title 13, Section 2485, California Code of Regulations (SCE’s PEA p. 29, July 2009). Statewide regulations requiring emission control systems on diesel-fueled heavy-duty drayage trucks would also apply to many of the trucks using the proposed project (per Title 13, Section 2027, California Code of Regulations).

Southern California Association of Government’s (SCAG) transportation strategy and transportation control measures (TCMs) are included as part of the 2007 AQMP and State Implementation Plan (SIP) for the South Coast Air Basin. Additionally, in 2005, the SCAG released a policy paper called Regional Strategy for Goods Movement: A Plan for Action. The proposed project would facilitate goods movement by giving peak period truck traffic an alternative destination and a diversion from the ports during congested hours. This would not conflict with the goods movement strategies established by SCAG or any strategies of the Ports Clean Air Action Plan.

The project would not be a regionally significant project for criteria pollutant emissions, nor would it create substantial new GHG emissions that could disrupt the goals of AB 32 because it would divert truck trips and/or shorten the durations of existing truck trips. The net emissions changes caused by construction and operation of the proposed project were not quantified because the 240 daily truck trips

generated by the project would be offset by a diversion and reduction of existing truck trips, which the proponent is unable to quantify. By diverting and shortening existing truck trips, the project would likely have little net effect on regional criteria pollutant or GHG emissions. By supporting the Ports Clean Air Action Plan, the project would not conflict or obstruct implementation of the AQMP or the AB 32 Scoping Plan, and impacts are less than significant in this regard. No mitigation measures are necessary.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. On-site construction activities related to the proposed project would result in short-term air pollution impacts. Construction impacts typically take the form of particulate emissions (dust) caused by grading and site preparation. However, all construction activities would need to be compliant with rules promulgated by SCAQMD, which require the use of dust suppression measures such as periodically watering the ground to partially mitigate the impacts of construction-generated dust, covering trucks that are used to import or export soil to or from the site, spraying or brushing truck tires and undercarriages before they leave the construction area, and monitoring the site perimeter for fugitive dust emissions. In addition to fugitive dust, site construction would involve the use of heavy diesel-fueled equipment that produces exhaust emissions. Construction emissions were not quantified. However, all construction activity would occur more than 200 meters (0.15 miles) from the nearest residential land use (which is west of I-710), and the construction emissions would be temporary in nature. No mitigation measures are necessary.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. For the reasons stated above, the construction and subsequent operation of the proposed temporary trailer parking facility would not contribute to a significant increase in any criteria pollutant for which the project region is regarded as nonattainment under applicable air quality standards. The project would provide a temporary staging location for trucks to minimize truck traffic at the ports during peak congestion hours on freeways. The project would help minimize air emissions by reducing idling of trucks at the ports and to alleviate congestion on freeways at the ports. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors include children, the elderly, hospital patients, and others who are more sensitive to pollution than the general population. The closest residential neighborhood is over 200 meters (0.15 miles) from the west project boundary, west of I-710, and the nearest school is 0.4 miles southeast of the project site. The project would generate 240 trips of heavy duty diesel trucks daily, which could add about 5 pounds per day of toxic diesel particulate matter (DPM)¹ between the ports and the site without considering the effect the project would have of diverting or shortening existing truck trips in the region. These emissions would not be likely to have a material impact on sensitive receptors. No significant impacts to sensitive receptors would occur as a result of the proposed project. No mitigation measures are necessary.

¹ Based on roughly 0.002 pounds of diesel particulate matter emitted per mile traveled, 240 daily trips, and 10 miles per trip for the approximate distance from the proposed project to the ports.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Project construction and operation would involve the use of heavy equipment and trucks creating exhaust pollutants and dust from on-site earth movement. With regard to nuisance odors, any air quality impacts would be confined to the immediate vicinity of the site itself, which is not adjacent to any odor-sensitive land use. No objectionable odors are anticipated to result from the operational phase of the proposed project. The construction activities would be temporary and would not result in any significant odor impacts, particularly as the project would be required to adhere to the City’s regulations pertaining to air quality (Chapter 8.64 of the Municipal Code). Furthermore, odor complaints are subject to SCAQMD Rule 402, Nuisance, which requires that odors not result in a nuisance or annoyance to the public. Therefore, impacts from objectionable odors are less than significant, and no mitigation measures are necessary.

B.4.4 Biological Resources

BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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, 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) *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?*

No Impact. The project site is within an industrial area and is currently used as an easement for SCE transmission towers and poles. It is approximately nine miles from the Pacific Ocean and adjacent to the Los Angeles River, which is channelized and lined with concrete. The site is not used as habitat for any special status plant or animal species. The project does not involve development in a federally protected wetland and does not involve improvements that would impair or interrupt hydrological flow into a wetland. No impact related to movement of fish or wildlife species or migration corridors would occur. According to the California Native Diversity Database for the South Gate Quadrangle, one state species of concern was identified for the area, the burrowing owl (*Athene cunicularia*). The burrowing owl habitat requirements include grassland, lowland scrub, agriculture, coastal dunes and other artificial open areas. Such habitat is not present at the proposed site. Additionally, the site is not within a Multiple Species Habitat Conservation Plan area for the burrowing owl.

Because there is not habitat present for the species identified above, no significant impacts to habitat or special status species would occur as a result of the proposed project. No mitigation measures are necessary.

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

No Impact. The proposed project is in an area developed mostly for industrial uses. The Los Angeles River runs along the eastern edge of the site, but it is in a concrete-lined channel and does not sustain any plant or animal species in the area. Implementation of the project would not affect any riparian habitat or other sensitive natural communities identified in local or regional plans regulated by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. No impacts would occur to riparian habitat or other sensitive natural communities identified in local or regional plans and policies would occur as a result of the proposed project. No mitigation measures are necessary.

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?

No Impact. There are no federally protected wetlands on or near the project site. The Los Angeles River, on the eastern boundary of the site, is channelized and does not contain any wetlands as defined by Section 404 of the Clean Water Act. No significant impacts to wetlands would occur as a result of the proposed project. No mitigation measures are necessary.

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?

No Impact. The project site is presently used as a SCE easement, housing transmission towers and poles. The area surrounding the site is developed with mostly industrial uses. The site is bounded by freeways on two sides. Using this property as storage for containers and truck tractors would not interfere with the movement of any native resident or migratory fish or wildlife species nor impede the use of native wildlife nursery sites. The site does not function as a migratory wildlife corridor. No significant impacts would occur to any biological resources due to the implementation of the project. No mitigation measures are necessary.

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

No Impact. The proposed project site does not contain any biological resources that are subject to local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts would occur to biological resources, and no mitigation measures are necessary.

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

No Impact. The proposed project site is zoned IM (Medium Industrial) and there are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans in effect that include the project site. No impacts would occur from conflicts with provisions of local, regional, or state habitat conservation plans as a result of the proposed project. No mitigation measures are required.

B.4.5 Cultural Resources

CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

No Impact. Section 10564.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered to be “historically significant” if it meets one of the following criteria:

- 1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- 2) Is associated with the lives of persons important in our past;
- 3) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- 4) Has yielded, or may be likely to yield, information important in prehistory or history.

The proposed project site is currently used as an easement for SCE and contains transmission towers and poles and a metal shed. The site is otherwise undeveloped.

The site was inspected by a SCE archeologist in September 2008 and the archeologist’s report was included as part of Appendix A in the PEA. Archeological/Biological Resource Application ABRA database for the South Gate USGS 7.5 minute quadrangle map (1964, photorevised 1972) contains information collected from the California Historical Resources Information System was reviewed by the archeologist. The database includes the locations of previous cultural resources surveys and archaeological sites as well as a search of the listings in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historic Landmarks, and California Points of Historic Interest. The ABRA identifies three previous studies (LA-2882, LA-2970, and LA-3102) that include the project site. None of these surveys identified cultural resources at the site.

No impacts to historical resources would occur as a result of project implementation, and no mitigation measures are necessary.

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

No Impact. The proposed project site is currently used by SCE and is undeveloped except for the presence of towers, poles, and sheds. No archaeological resources have been discovered or are known to exist on the site (see (a) above). Implementation of the proposed project would require some grading and the installation of some underground infrastructure. According to the archaeological report, there is a low likelihood of encountering buried cultural resources due to the high level of disturbance at the site from prior civil engineering projects in the surrounding area, construction of transmission line corridors, vegetation clearing, and prior demolition of standing structures (SCE’s PEA Appendix A, July 2009). No significant impacts would result from project implementation, and no mitigation measures are necessary.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The proposed project site is currently used by SCE and is undeveloped except for transmission towers and poles and sheds. No paleontological resources have been identified on or near the site. Implementation of the proposed project would require some grading and installation of underground infrastructure. However, no significant impacts would result from project implementation, and no mitigation measures are required.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact with Mitigation. No human remains are known to be on the site (see (a) above). There is a low likelihood of encountering buried cultural resources due to the high levels of disturbance at the site from prior civil engineering projects in the surrounding area, construction of transmission line corridors, vegetation clearing, and prior demolition of standing structures (PEA Appendix A, July 2009). However, to ensure that any human remains that may be discovered are treated appropriately, CUL-1 is required. With implementation of this measure, no significant impacts would occur as a result of implementation of the proposed project.

Mitigation Measure CUL-1: If human remains are discovered within the project area during any phase of construction, work within 50 feet of the remains will be suspended immediately and SCE and/or their representative will immediately notify the respective county coroner. If the remains are determined by the coroner to be Native American, the American Heritage Commission (NAHC) will be notified within 24 hours, and the guidelines of the NAHC will be adhered to in the treatment and disposition of the remains. SCE will also retain a professional archaeological consultant with Native American burial experience who will conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary, the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of human remains. SCE or its appointed representative will implement any mitigation before the resumption of activities at the site where the remains were discovered.

B.4.6 Geology and Soils

GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic groundshaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on geologic units or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative 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) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Fault rupture impacts occur when a structure sits on top of an active fault that displaces during an earthquake. The project site is not in an Alquist-Priolo Zone, nor is it sitting on any known active fault. There are several potentially active faults near the site, including the Newport-Inglewood, Whittier, San Jose, and San Andreas Faults.

While the proximity of the fault zones to the proposed project could subject it to moderate and possibly strong ground motion, such motion would not be greater than at other sites in seismically active southern California. The California Building Code (CBC, 2007) is based on the 1997 Uniform Building Code, with the addition of more extensive structural seismic provisions. Chapter 16 of the CBC contains definitions of seismic sources and the procedure used to calculate seismic forces on structures. Compliance with seismic design criteria contained in the CBC would minimize impacts to the extent

feasible, and is a standard condition of all project approvals enforced by the City of Long Beach Department of Development Services. No significant impacts would occur, and no mitigation measures are required.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Similar to the rest of southern California, the project site is subject to ground shaking and potential damage in the event of seismic activity. Ground motion characteristics of future earthquakes in the region would depend on the distance to the epicenter and magnitude of the earthquake as well as the soil profile of the site. The proposed project would be built to meet the seismic design parameters contained in the most current version of the CBC (2007), as well as the standards of the Structural Engineers Association of California, as required by the City of Long Beach Department of Development Services. Therefore, seismic impacts associated with the proposed project would be less than significant. No mitigation measures are required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact with Mitigation. According to the California Geological Survey, liquefaction refers to loose, saturated, and/or gravel deposits that lose their load-supporting capability when subjected to intense shaking. The proposed project site is in an area of consolidated and unconsolidated sediments consisting of silts, sands, and gravel. The depth of these sediments at the project site has not been determined. Unconsolidated silts, sands, and gravel may produce surface cracking, differential settlement, and, depending upon groundwater depth, liquefaction during high-intensity ground shaking.

The County of Los Angeles Department of Regional Planning Safety Element indicates that the project site is in a liquefaction zone, which is defined as an area where historic occurrences of liquefaction or local geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacements. The Seismic Hazards Mapping Act (the Act) of 1990 (Public Resources Code, Chapter 7.8, Division 2) directs the California Department of Conservation (DOC), Division of Mines and Geology (DMG) [now called California Geological Survey (CGS)] to delineate Seismic Hazard Zones. The purpose of the Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and State agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Act requires that site-specific geotechnical investigations be performed prior to permitting most urban development projects within seismic hazard zones. As such, the City of Long Beach is required by the Act to ensure that a geotechnical report defining and delineating any seismic hazard is prepared prior to development approval for a project within the City. However, if the City finds that no undue hazards exist, based on previous studies conducted in the immediate vicinity of the project site, the geotechnical report may be waived.

The proposed project site is in a liquefaction zone and could therefore, in the event of an earthquake, expose people using the site to impacts associated with liquefaction. If liquefaction were to occur at the site, damage to pavement and underground infrastructure could occur. Portable office structures could require re-leveling. However, there are no large structures and no structures with foundations. Consequently, while ground settling could occur, it is not anticipated that persons on-site would be at risk. In the absence of a geotechnical report being provided to and approved by the City of Long Beach, or the City waiving this requirement, the potential for a significant impact may exist. To reduce this to a less than significant impact, Mitigation Measure GEO-1 shall be implemented. With implementation of this measure, the impact will be less than significant.

Mitigation Measure GEO-1: SCE or its representative shall provide the CPUC a copy of any geotechnical report furnished to the City of Long Beach and evidence that the report is acceptable to the City or, if the requirement for a geotechnical report is waived by the City, a copy of such waiver.

iv) Landslides?

No Impact. The project site is flat, and there are no hills in the vicinity of the project site that would pose a threat of landsliding. No impacts would occur, and no mitigation measures are required.

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

Less Than Significant Impact with Mitigation. The project site is currently developed with SCE transmission towers and poles. After completion of the project, the site would be paved and landscaped. Trees that are currently located on site will be relocated to areas near the fence line as long as the relocated trees are not beneath or adjacent to poles, towers and lines. Upon completion of construction, the potential for soil erosion or the loss of topsoil would be expected to be extremely low. Installation of the proposed project would comply with best management practices (BMPs) that have the aims of reducing or eliminating soil erosion from construction sites. Compliance with these BMPs is required by the Federal Clean Water Act and is administered by the City of Long Beach as part of the Municipal Stormwater Program. The City of Long Beach Department of Development Services requires projects subject to a National Pollutant Discharge Elimination System (NPDES) and Standard Urban Storm Water Mitigation Plan (SUSMP) to submit signed statements to the effect that appropriate BMPs have been selected to mitigate construction activities on storm water quality. The selected BMPs must be installed, monitored, and maintained to ensure their effectiveness. Projects that would disturb five or more acres are required by the City of Long Beach to include features in their construction plans that meet soil and erosion control BMPs published in the “California Storm Water Best Management Practice Handbooks (1993).” Such projects must also prepare and submit a storm water pollution prevention plan (SWPPP) to the city and to the Los Angeles Regional Water Quality Control Board (RWQCB) and file a Notice of Intent with the RWQCB. In the absence of the implementation of BMPs, the potential for a significant impact may exist. To reduce this to a less than significant impact, Mitigation Measure GEO-2 shall be implemented. With implementation of this measure, the impact will be less than significant.

Mitigation Measure GEO-2: A copy of the following shall be submitted to CPUC simultaneously with their submission to the responsible local agency: 1) signed statements to the City of Long Beach that best management practices will be implemented to mitigate construction activities on storm water quality, 2) the storm water pollution prevention plan (SWPPP) submitted to the city and to the Los Angeles Regional Water Quality Control Board (RWQCB) and 3) the Notice of Intent filed with the RWQCB.

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

Less Than Significant Impact. Development of the proposed project would be subject to established engineering standards regarding soil compaction by the City of Long Beach’s Department of Development Services General Requirements. Subsidence of the ground surface has been reported in the alluvial basins where significant amounts of groundwater (often in an overdraft condition; e.g., Lofgren 1971)

or petroleum products (oil and natural gas; Allen 1973) are withdrawn over several decades. The primary cause of non-tectonic subsidence in alluvial basin areas has been the alluvial compaction by closing of porosity due to removal of large quantities of fluid (groundwater or oil). For groundwater basins this fluid removal results in a significant lowering of the groundwater levels and in oil fields depletion of the oil reserves. Based on the lack of oil or gas fields in the immediate area of the site, there is a low potential for subsidence due to oil or gas withdrawal (Department of Conservation 2004). There is also a low potential for subsidence due to groundwater withdrawal, since recent groundwater levels in the area are not substantially lower than historical high levels (CDWR 2004). If liquefaction occurs at the site, damage to pavements and underground infrastructure could occur. Portable office structures could require re-leveling. If liquefaction occurs, then lateral spreading and/or subsidence could result. However, the potential for lateral spreading at the site is low due to nearly level topography. Hydro-collapse is a condition that occurs when a dry soil that is able to withstand increased load in a dry condition collapses upon saturation. Based on the shallow groundwater in the area, the potential for hydro-collapse is low. Therefore, impacts resulting from the proposed project are anticipated to be less than significant. No mitigation measures are required.

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

Less Than Significant Impact. Expansive soils shrink or swell as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. Development of the proposed project would be subject to established engineering standards regarding soil compaction, as required by the CBC. Based on Saucedo et al. (2003), the soils in the vicinity of the site are primarily sandy, and are thus primarily not expansive. No significant impacts would occur as a result of the proposed project. No mitigation measures are required.

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

No Impact. Implementation of the proposed project would not require the installation of a septic tank, Flying M Ranch does not plan to hook up to the sanitary sewer. (The City of Long Beach Water Department Plans and Specification Department indicates that the nearest sanitary sewer line is located on Sportsman Dr extending north of the project entrance.) The portable office buildings would have holding tanks that would be pumped out as needed by a maintenance service. Thus, no septic tanks or alternative wastewater disposal systems are proposed as part of the project. No impacts would occur, and no mitigation measures are required.

B.4.7 Hazards and Hazardous Materials

HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input 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 materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input 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 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 response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact with Mitigation Incorporated. The project would involve the use of an SCE easement as a short-term parking facility for trailers. Operation of the project would involve the storage and transport of containers to and from the site. The containers would hold a wide variety of items and materials, some of which could be hazardous in nature. Any hazardous materials in the containers would be packed in accordance with all applicable laws and regulations. The Long Beach Certified Unified Program Agency (CUPA) combines both Fire Department and Health Department programs related to hazardous materials management into one Agency function in the City of Long Beach (LB CUPA, 2009). The Long Beach CUPA covers the California Accidental Risk Prevention (CalARP) Program (LB CUPA, 2009). This program addresses the accidental release of extremely hazardous chemicals as listed by chemical and quantity in the California Health and Safety Code. The law requires businesses to prepare a Risk Management Plan (RMP) to identify worst case scenarios of chemical releases, and to document preventive measures and emergency response plans. While no containers would be opened on site, in the absence of preventive measures and an emergency response plan, the potential

for accidental release causing a significant impact would exist. To reduce this impact to less than significant, Mitigation Measure HAZ-1 shall be implemented. With implementation of this measure, the impact will be less than significant.

Mitigation Measure HAZ-1: A Risk Management Plan, including preventative measures and an emergency response plan, shall be prepared. A copy shall be submitted to the CPUC and the City of Long Beach. Preventative measures should include onsite emergency spill response and clean-up kits or an identified spill/leak response firm. An emergency response plan should include, but not be limited to, isolating the leaking truck and ensuring that the leaking truck does not leave the site. Employees shall be instructed in preventative and response procedures and a statement that this has taken place shall be provided to the CPUC.

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

Less Than Significant Impact with Mitigation Incorporated. The project would use SCE's easement for transient storage of containers and truck tractors. Operation on the project site would involve the storage and transport of containers to and from the site. The containers would be both domestic and international in origin and contain a wide variety of items and materials, some of which could be hazardous in nature. However, any hazardous materials would be packed and stored in the containers in accordance with all applicable laws and regulations. The Code of Federal Regulations Title 49, Subtitle B includes procedures and regulations pertaining to interstate and intrastate transport (including hazardous materials program procedures) and provides safety measures for motor carriers and motor vehicles that operate on public highways. Additionally, California Vehicle Code (CVC), Division 2, Chapter 2.5; Div. 6; Chap. 7; Div. 13; Chap. 5; Div. 14.1; Chap. 1 & 2; Div. 14.8; Div. 15 includes regulations pertaining to licensing, size, weight, and load of vehicles operated on highways; safe operation of vehicles; and the transportation of hazardous materials. While no containers would be opened on site, in the absence of preventive measures and an emergency response plan, the potential for accidental release causing a significant impact would exist. To reduce this impact to less than significant, Mitigation Measure HAZ-1 shall be implemented. With implementation of this measure, the impact will be less than significant.

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

Less Than Significant Impact. The nearest school is approximately 0.4 miles northeast of the site, the YMCA preschool at 700 E. 70th Street in Long Beach. Other schools in the vicinity include the David Jordan High School, approximately 0.5 miles southeast of the site, the Alexander Hamilton Middle School, approximately 0.7 miles northeast of the site, the Long Beach Bible Institute, approximately 0.5 mile southeast of the site. None of these is within one-quarter mile of the site. Impacts to the school site are unlikely. Containers are not opened while stored on-site. No mitigation measures are necessary.

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

Less Than Significant Impact. The project site is not included on the list of hazardous materials sites compiled on Envirostor pursuant to Government Code Section 65962.5. There are no known hazardous

materials on the proposed project site, nor is the project site known to be a hazardous materials emitter. The nearest site identified on Envirostor is approximately 0.4 miles east of the project site. It is anticipated that the proposed project would not create a significant hazard to the public or environment in this regard. No mitigation measures are required.

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

No Impact. The proposed project is not within an airport land use plan or within two miles of a public airport or public-use airport. The nearest airport is Compton Woodley Airport, approximately 2.75 miles northwest of the project site. Also, no project element would be higher than any of the existing site facilities (transmission towers). Therefore, the proposed project is not expected to result in a safety hazard for people working in the project area. No impacts would occur, and no mitigation measures are required.

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

No Impact. The project site is not in the immediate vicinity of a private airstrip. The private airstrip nearest to the project site is the Suburban Medical Center Heliport, approximately 1.6 miles northwest of the project site. The project would not pose a hazard to helicopter takeoffs and landings at this heliport. No impacts would occur, and no mitigation measures are necessary.

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

No Impact. The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project would not change the alignment of or access through streets serving the project site or surrounding area, and thus would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Trucks would not block street access nor interfere with emergency access. No impacts would occur, and no mitigation measures are necessary.

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?

Less Than Significant Impact. The proposed project site is in a highly urbanized area in the City of Long Beach and adjacent to the City of Compton. The site is surrounded by commercial and industrial uses in an area that is not subject to wildland fire hazards. No significant risk of injury, loss, or death involving wildland fires would occur as a result of the proposed project. No mitigation measures are necessary.

B.4.8 Hydrology and Water Quality

HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Violate Regional Water Quality Control Board water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater discharge such that there would be a net deficit in the aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that 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 hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within 100-year flood hazard area structures that 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. Cause inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact with Mitigation. The project will be a temporary storage lot for trucks. Except as otherwise described in this document, no discharge of wastes to surface or ground water are planned or expected. Disturbance of soil during project construction could result in soil erosion and lowered water quality through increased turbidity and sediment deposition into the Los Angeles River and ultimately Los Angeles Harbor and the Pacific Ocean. Construction equipment and vehicles could accidentally discharge oil or other construction-related chemical contaminants which could wash into these same water bodies. Construction materials that could potentially contaminate the construction area include lead-based paint flakes, diesel fuel, gasoline, lubrication oil, hydraulic fluid, antifreeze, transmission fluid, lubricating grease, and other fluids. The disturbance associated with construction would be temporary and the disturbed ground surface would be paved.

Pursuant to Section 402 of the Clean Water Act, the USEPA has established regulations under the NPDES to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates pollutant discharges, including from construction activities for sites larger than one acre. The proposed project would be subject to the NPDES program because the site is greater than one acre.

The California State Water Resources Control Board has issued an NPDES General Construction Storm Water Permit. Construction activities can comply with and be covered under the General Construction Permit provided that they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off site into receiving waters.
- Eliminate or reduce nonstorm water discharges to storm sewer systems and other waters of the nation.
- Perform inspections of all BMPs.

A Storm Water Pollution Prevention Program (SWPPP) and Monitoring Program must be prepared for the project. The SWPPP would include BMPs designed to prevent or minimize erosion, siltation and other construction-related contaminants. Examples of BMPs that may be incorporated in the SWPPP include:

- Preparation of erosion control plans
- Compliance with local grading codes
- Construction scheduling
- Stabilization at construction entrances
- Silt fencing, sediment traps
- Sand bagging
- Straw bale barriers
- Check dams
- Outlet protection
- Storm drain inlet protection
- Temporary silt basins
- Planting of vegetation and/or placement of jutes on graded slopes not scheduled for construction
- Use of water trucks to prevent dust emissions
- Covering of all construction material and waste
- Proper waste handling
- Development and implementation of a spill prevention/recovery plan
- Site inspections and BMP maintenance
- Vehicle and equipment management
- Tracking
- Off-site fueling
- Concrete cleanouts
- Education and training (tailgate stormwater education for trades tied to safety meetings)

Projects that would disturb five or more acres are required by the City of Long Beach to prepare and submit a SWPPP to the city and to the Los Angeles RWQCB and file a Notice of Intent with the RWQCB.

Compliance with established permitting requirements would ensure that the project would not violate any water quality standards or waste discharge requirements. In the absence of preparation and submittal of a SWPPP, potential impacts could be significant. Implementation of Mitigation Measure GEO-2 (repeated here from Geology and Soils section) would make the impact less than significant.

Mitigation Measure GEO-2: A copy of the following shall be submitted to CPUC simultaneously with their submission to the responsible local agency: (1) signed statements to the City of Long Beach that best management practices will be implemented to mitigate construction activities on storm water quality, (2) the storm water pollution prevention plan (SWPPP) submitted to the city and to the Los Angeles Regional Water Quality Control Board (RWQCB) and 3) the Notice of Intent filed with the RWQCB.

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

Less Than Significant Impact. Water for the site will be supplied from municipal sources. There are no groundwater wells on the site. The City of Long Beach is supplied with water from various sources for both present and future needs. The majority consists of imported water purchased from the Metropolitan Water District of Southern California, and approximately 38 percent is extracted from the local groundwater basin. The proposed project would consume municipal water for toilets and drinking for the two small (1,600 square feet) portable office buildings on the site. This is a small amount of water use that should not result in a significant depletion of existing groundwater supplies.

The project is in the Central Subbasin of the Coastal Plan of Los Angeles groundwater Basin. Groundwater replenishment for this 177,000-acre basin is primarily from surface inflow through Whittier Narrows and underflow from the San Gabriel Valley. Percolation into this basin is restricted in most areas due to paving and development of the surface. Pavement of 10.3 acres on the project site, which is not now a significant source of groundwater recharge, will have negligible effect on groundwater recharge. No significant groundwater impacts would occur, and no mitigation measures are necessary.

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 a substantial erosion or siltation on- or off-site.

Less Than Significant Impact. No watercourse, stream or river passes through the site, and site improvements are not expected to block or divert drainage from offsite. The site will be graded to drain to an existing culvert. Prior to discharge to the culvert, site flows will be collected and conveyed in PVC pipes to Continuous Deflective Separator units for water quality treatment. Construction-related erosion and siltation impacts would be reduced by the SWPPP required as described under a) above. No mitigation measures are necessary.

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

Less Than Significant Impact. The project site has no stream or river, and the project will not block or divert offsite drainage. Surface water runoff will be increased by the paving of 10.3 acres of the site. The site is adjacent and drains into the Los Angeles River, which has a watershed area approximately

534,000 acres (at the Pacific Ocean approximately 8 miles downstream). The increase in runoff over the small paved area will be negligible in relation to the total discharge of the Los Angeles River. No mitigation measures are necessary.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Implementation of the Proposed Project with new impervious surfaces will result in a local increase in Capital Flood (the Los Angeles County Regulatory Discharge) peak discharge from approximately 18 cubic feet per second (cfs) to 39 cfs. The site drains directly into the Los Angeles River via a Corps of Engineers 48-inch corrugated metal pipe that has capacity for the project flow. As described under d) above, the effect on the Los Angeles River discharge is expected to be negligible. No significant impacts are expected to occur, and no mitigation measures are necessary.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Parking of truck trailers would generate minor quantities of pollutants, such as lubricants and other petroleum products that drip from trucks. These pollutants could be carried by runoff to the Los Angeles River and contribute to the degradation of the river water quality and the quality of the water in the Los Angeles Harbor and Pacific Ocean. Post-construction Best Management Practices in the form of two Continuous Deflective Separator (CDS) units will treat runoff from a 0.75-inch rainfall event in compliance with County of Los Angeles and City of Long Beach Standard Urban Storm Water Mitigation Plan requirements. The CDS units are designed to screen, separate and trap sediment, debris and oil and grease from stormwater runoff. With the CDS units in place the project would not have significant impacts on water quality or water pollution. No mitigation measures are necessary.

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?

No Impact. The proposed project does not involve the construction of housing. The project site does not lie within a 100-year flood hazard area, and is zoned X on Federal Emergency Management Administration (FEMA) maps, meaning the area is outside the regulatory floodplain. There are no unmapped sources of flooding on the site. No mitigation measures are necessary.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project site does not lie within a 100-year flood hazard area. Development of the proposed project would not impede or redirect flood flows. No flood hazard impacts would occur as a result of the Proposed Project, and no mitigation measures are necessary.

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?

Less Than Significant Impact. The site is not within the regulatory floodplain. The site is adjacent to the Los Angeles River downstream of the Whittier Narrows and other flood control dams on the Los Angeles River system. In the unlikely event of a dam failure, the site could be inundated. This impact is not considered significant for the reasons that (a) a dam breach is a very unlikely event; (b) site structures will be minimal and consist of two small portable office buildings with relatively low flood damage potential; and (c) there will be few occupants of the site and in the event of a dam breach they likely

will have sufficient warning to be able to evacuate. No significant impact is expected and no mitigation measures are necessary.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillating surface wave in a restricted or enclosed body of water generated by ground motion, typically during an earthquake. There are no lakes or other similar bodies of water that could produce a seiche on or adjacent to the site. No seiche-related impacts would occur as a result of the project.

Tsunamis are very large ocean waves usually generated by earthquakes. Tsunamis interact with the shallow sea floor upon approaching a landmass, resulting in a destructive wave surge into low-lying coastal areas. The project site is located approximately nine miles from the Pacific Ocean and is outside the area expected to be inundated by a tsunami.

Mudflows are landslide events in which a mass of saturated soil flows downhill as a very thick liquid. The project site is level and is not surrounded by mountains or hills which could produce mudslides.

No impacts related to seiches, tsunamis, or mudflows would result from the development of the proposed project. No mitigation measures are necessary.

B.4.9 Land Use and Planning

LAND USE PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Physically divide an established community?

No Impact. The proposed project would use an already-established SCE easement as a temporary storage site for truck trailers. The project site is zoned for industrial use and is surrounded by industrial uses and highways. No roads cross the site. The Proposed Project would not physically divide an established community, and no impacts would occur. No mitigation measures are necessary.

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

No Impact. The project site is designated Industrial by the City of Long Beach General Plan, and the current zoning designation is Medium Industrial (MI). The proposed use is consistent with the existing General Plan land use designation and zoning. The project would not conflict with any adopted environmental plans or policies. No significant impacts would occur as a result of the proposed project, and no mitigation measures are necessary.

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

Less Than Significant Impact. The proposed project site is zoned IM (Medium Industrial) and there are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans in effect that include the project site. No impacts would occur from conflicts with provisions of local, regional, or state habitat conservation plans as a result of the proposed project. No mitigation measures are required.

B.4.10 Mineral Resources

MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. No mineral resources that would be of value to the region and the residents of the state have been identified on the project site. No impact would occur, and no mitigation measures are necessary.

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

No Impact. No mineral resources of local importance have been identified on the project site. No impact would occur, and no mitigation measures are necessary.

B.4.11 Noise

NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 in the project vicinity 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 levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sensitive receptors include schools, hospitals, libraries, residences, and other locations where quiet is necessary for operation or comfort. The nearest school is approximately 0.4 miles northeast of the site, the YMCA preschool at 700 E. 70th Street in Long Beach. Other schools in the vicinity include the David Jordan High School, approximately 0.5 miles southeast of the site, the Alexander Hamilton Middle School, approximately 0.7 miles northeast of the site, the Long Beach Bible Institute, approximately 0.5 miles southeast of the site. The closest residential areas to the project site are approximately 0.15 miles west of the project site on the opposite side of I-710. However, access to the site would be along Alondra Boulevard and Atlantic Avenue, designated as unlimited truck routes (Compton City Code, Chapters 12-2.30 and 12-5.5). Residences along Atlantic Avenue face the travel route including multi-family homes, mobile homes, and lodging within 100 feet of the street. Some of these residences and dwellings are within the commercial zones on Atlantic Avenue.

The City of Long Beach has adopted the State of California noise guidelines established by the Office of Noise Control and State Government Code Section 65302 (g). The ordinance establishes maximum permissible hourly noise levels (L_{50}) for different districts throughout the City. The project site is in District One, which allows a maximum of 45 dBA at night and 50 dBA during the day. The City’s Noise Control Ordinance also governs the time of day that construction work can be performed.

Access to the site from I-710 is via Alondra Boulevard, south on Atlantic Avenue to Sportsman Drive. This access route would traverse through the City of Compton on designated truck routes, through an area zoned Limited Commercial, Commercial Manufacturing, Parking/High Density Residential, and High Density Residential (Compton, 2009). The Compton City Code Noise Control rules (Chapter 7-12.25) prohibits delivery to any commercial zone in the City between the hours of 11:00 p.m. and 6:00 a.m. if it would cause noise in a residential zone (Compton, 2009a). For commercial and high-density residential zones, community noise levels are usually considered “acceptable” if they are under 60 dB

(on a day-night basis, Ldn, or community noise equivalent level, CNEL) or “conditionally acceptable” if they are under 70 dB CNEL (according to the Governor’s Office of Planning and Research, General Plan Guidelines). Additionally, the City of Compton Municipal Code 30-24.6 states that no discrete noise source in the City shall exceed 55 dB CNEL at any property line of a residential property (Compton, 2009a).

Existing noise levels existing on Atlantic Avenue near the High Density Residential may be under 60 dB Ldn, due to baseline traffic with approximately 8 trucks per peak hour (existing traffic observations in SCE’s PEA p. 47, July 2009). Existing traffic noise levels in the project area are affected by use of the surface streets accessing the site and other major transportation noise sources, such as I-710. Traffic noise depends on three factors: (1) the volume of the traffic; (2) the speed of the traffic; and (3) the number of trucks in the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater number of trucks. Due to the logarithmic nature of the decibel scale, a doubling of the traffic results in a noise level increase of 3 dBA. Based on the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) references, a 3 dBA change is considered “barely perceptible.” An increase in day-night traffic noise levels of more than 5 dBA (Ldn or CNEL) is considered to be a substantial increase if the resulting noise level would be incompatible with surrounding land uses.

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?

Less Than Significant Impact. In the short-term, a temporary increase in noise levels could result from construction activities, and construction noise would cease once development is completed. The noise level increase would be short term and generally exempt from local general plan or noise ordinance limitations when conducted during daytime hours. Due to its short term nature, no levels in excess of applicable noise standards would occur during construction.

The proposed project consists of the development of a truck trailer parking facility with two portable office buildings. The property is zoned Medium Industrial and the proposed project would be surrounded by similar uses. Although operational noise would result from vehicle traffic entering or leaving the site, noise generated at the proposed project site would not be likely to conflict with applicable noise standards. The closest residences are 0.15 miles west of the project site on the opposite side of I-710. However, the route to and from the project site would be along Atlantic Avenue which has some residential zoning and is lined with residences, including mobile homes and lodging. Traffic noise related to the proposed project would occur during all hours of the day including nights and weekends, and this would notably increase the noise along access routes. Deliveries of truck trailers to and from the project site that increase noise at residences in the City of Compton may not be limited by the Compton City Code Noise Control rules for the hours between 11:00 p.m. and 6:00 a.m., because Alondra Boulevard and Atlantic Avenue are designated as unlimited truck routes (Compton City Code, Chapters 12-2.30 and 12-5.5). However, the project related traffic would need to comply with applicable City of Compton Noise Control rules. The truck traffic associated with the project would result in noise levels of approximately 65 dBA Ldn along Atlantic Avenue, a level that would be considered “conditionally acceptable” for the existing high-density residential zone. The project could be conditioned to include travel restrictions during certain hours, but this was found to be infeasible and contrary to project objectives. Because traffic noise levels would remain under 70 Ldn, the proposed project would not result in noise levels incompatible with surrounding land uses or expose persons to noise levels in excess of established standards. No significant impacts would occur.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Excessive groundborne vibration is typically caused by activities such as blasting used in mining operations, or the use of pile drivers during construction. The project would not require any blasting activities and any earth movement associated with project construction would be minimal. The amount of excessive groundborne vibration or groundborne noise levels would not exceed standards established in the noise ordinance, or applicable standards of other agencies. No mitigation measures are necessary.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. A permanent increase in ambient noise levels in the project vicinity would result from operation of the proposed project. The project would involve the development of a short-term trailer parking facility with two portable office buildings. Truck traffic along Atlantic Avenue would increase more than two-fold, which would result in a substantial permanent increase in ambient noise levels along routes that access the site. Operational noise associated with truck traffic would result in an increase in ambient noise levels of approximately 3 to 6 dBA depending on what time of the day the truck traffic occurs. Noise caused by truck traffic steadily and equally during all daytime and nighttime hours would likely result in a 6 dBA increase to the day-night noise levels along access routes. This would result in noise levels of approximately 65 dBA Ldn along Atlantic Avenue, a level that would be considered “conditionally acceptable” for the existing high-density residential zone. The surrounding land uses for the project site are I-710 which borders the site to the west, and SR-91, which borders the site to the south. Thus, no significant impact would occur as a result of noise generated at the proposed project. No mitigation measures are necessary.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Noise levels associated with project construction activities would be higher than the existing ambient noise levels. However, these impacts would cease once construction of the proposed project is completed. The resulting impact during construction would be less than significant as the area is designated Industrial and the noise level of the proposed project would be typical to neighboring commercial/industrial businesses. No mitigation measures are necessary.

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?

No Impact. The proposed project is not within an airport use plan or within two miles of a public airport or public-use airport. The nearest airport is Compton Woodley Airport, approximately 2.75 miles northwest of the project site. Therefore, the proposed project is not expected to expose daily workers at the project site or residents in the project area to excessive noise levels. No mitigation measures are necessary.

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

No Impact. The project site is not in the immediate vicinity of a private airstrip. Therefore, neither the project site, nor workers at the project site, would be exposed to excessive noise levels from a private airstrip. No mitigation measures are necessary.

B.4.12 Population and Housing

POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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) *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)?*

No Impact. The proposed project would develop the SCE easement for storage of truck trailers and would not result in the development of any new housing. Thus, it would not directly induce population growth in the area. No impact would occur, and no mitigation measures are necessary.

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

No Impact. There is no housing on the project site, and implementation of the project would not displace any housing. The project would not necessitate the construction of replacement housing. No impact would occur, and no mitigation measures are necessary.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. There are no residences on the project site, and development of the project would not displace any persons. The project would not necessitate the construction of replacement housing. No impact would occur, and no mitigation measures are necessary.

B.4.13 Public Services

PUBLIC SERVICES

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

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a) Fire protection?

Less Than Significant Impact. Fire protection services to the project area are provided by the Los Angeles County Fire Department, which has adequate personnel and equipment to provide service to the proposed project. The closest fire station to the project site is Station 12 at 16509 Gundry Avenue in the City of Long Beach, just under one mile southeast of the site. Fire Station 11 also serves the project vicinity, located at 160 East Market Street, approximately 1.7 miles south of the project. No significant impacts to fire protection would result from project implementation, and no mitigation measures are necessary.

b) Police protection?

Less Than Significant Impact. No new public safety issue would result from implementation of the proposed project. The Long Beach Police Department provides police protection to the project area and would continue to do so during project implementation. The project site is in the patrol area of the North Patrol Division Industry Station, at 4891 Atlantic Avenue in the City of Long Beach, approximately three miles southeast of the project site. No project-related significant impacts to police protection services would occur, and no mitigation measures are necessary.

c) Schools?

No Impact. The proposed project does not involve residential development and would not induce population growth in the area. As such, it would not increase demand on local schools. No impacts on school attendance would result from the proposed project. Therefore, the project would not create an impact on schools, and no mitigation measures are necessary.

d) Parks?

No Impact. The proposed project does not involve park development or displacement. The proposed project does not involve residential development and would not induce population growth in the area. Use of any nearby parks would not change as a result of the development of the proposed project. No impacts on parks would occur as a result of the proposed project, and no mitigation measures are necessary.

e) Other public facilities

No Impact. The proposed project would not require the use or maintenance of other public facilities. No impacts would occur, and no mitigation measures are necessary.

B.4.14 Recreation

RECREATION

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The proposed project involves the development of a site that currently consists of SCE power poles and towers as a temporary truck trailer storage area. The project does not involve the development of any housing and would not induce population or increase demand on parks and recreation resources. No impacts would occur, and no mitigation measures are necessary.

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?

No Impact. The proposed project does not require the construction or expansion of recreational facilities. The proposed project entails the development of a truck storage site at a location zoned Medium Industrial. The proposed project would have no impact on recreational facilities, and no mitigation measures are necessary.

B.4.15 Transportation/Traffic

TRANSPORTATION AND TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<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 uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less Than Significant Impact. The proposed truck trailer facility would result in an increase in traffic volumes on the roadways in the vicinity of the project site. The local roadways that would be most directly affected by the project-generated traffic are Sportsman Drive and Atlantic Avenue. Alondra Boulevard, which accesses I-710, and Atlantic Avenue are both designated by the City of Compton as unlimited truck routes (Compton City Code, Chapters 12-2.30 and 12-5.5) where unrestricted through truck traffic is permitted. The facility would generate an estimated 240 truck trips per day (120 inbound, 120 outbound) during peak seasons and an estimated 32 private vehicle trips per day. The estimated number of truck trips is not expected to significantly impact existing traffic on local roadways.

By scheduling truck movements, the Flying M Ranch would help reduce truck traffic during peak hours and reduce congestion on I-710 and at the Ports of Long Beach and Los Angeles. The ports started the OffPeak program managed by a nonprofit company called PierPass Inc. in 2005 to address chronic congestion and air quality issues in and around the Ports of Los Angeles and Long Beach. The OffPeak program uses the existing transportation infrastructure more efficiently by shifting cargo traffic out of peak commuting hours to nights and weekends. The program helps increase movement of cargo, reduces waiting time for truckers, reduces the number of trucks in rush-hour traffic, and reduces air pollution around the ports. Temporary parking locations facilitate the staging of truck traffic for off-peak port hours and off-peak highway hours. The proposed temporary trailer parking project would not result in an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system and the traffic impacts would be less than significant. No mitigation measures are necessary.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. The proposed project would not substantially increase traffic load relative to road capacity. Level of service standards would not be exceeded and impacts would be less than significant. No mitigation measures are necessary.

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?

No Impact. The proposed project would not result in a change in air traffic patterns, either an increase in traffic levels or a change in location that results in a substantial safety risk. No impacts are expected. No mitigation measures are necessary.

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

Less Than Significant Impact. The proposed project would not cause any safety hazards resulting from design features. Project access would take place along Sportsman Drive, which does not contain any sharp curves or hazardous design features. Project implementation would not involve the construction of new roadways.

The proposed project would not cause any safety hazards resulting from design features and meets SCE's requirements for temporary trailer parking; therefore, no significant impacts would occur. No mitigation measures are necessary.

e) Result in inadequate emergency access?

Less Than Significant Impact. The implementation of the proposed project would not result in inadequate emergency access since the proposed driveways would provide access for emergency vehicles. The site plan and all access/circulation features are subject to approval by the City of Long Beach. No significant impacts would occur as a result of the proposed project. No mitigation measures are necessary.

f) Result in inadequate parking capacity?

No Impact. The proposed project would involve the development of an SCE easement for use as a storage site for containers and truck tractors. A total of 242 spaces are proposed for trailer parking. The estimated dwell time of the parked trailers is 39 hours. The estimated number of trailers parked on average is 194 truck trailers. One handicapped parking space is planned near the portable office building. Ten parking places for employee vehicles are planned. There are no other uses proposed for the site that would generate a demand for parking. Therefore, no significant impacts would occur, and no mitigation measures are necessary.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The proposed project would not conflict with any adopted policies, plans, or programs supporting alternative modes of transportation. No impacts would occur as a result of project implementation. No mitigation measures are necessary.

B.4.16 Utilities and Service Systems

UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new stormwater 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The proposed project would not result in a substantial increase in wastewater generation. Wastewater generated by the proposed project would be typical of a storage use, and would not contain substantial levels of pollutants. The proposed project would not exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board. Therefore, implementation of the proposed project would not affect water systems and wastewater treatment requirements. No mitigation measures are necessary.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed project would not result in a substantial increase in wastewater generation. Wastewater generated by the proposed project would be typical of a storage use, and would not contain substantial levels of pollutants. The portable office buildings would have holding tanks that would be pumped out as needed. Implementation of the proposed project would not result in the construction or expansion of new water or wastewater treatment facilities. No impacts would occur as a result of the proposed project, and no mitigation measures are necessary.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The applicant would be required to coordinate with the City of Long Beach to ensure that all required improvements to the storm drainage facilities would be appropriate to the proposed project. The applicant would be responsible for all required drainage improvements, as appropriate. The 3.2 acres of unusable land surrounding the towers and poles would have crushed base material that would allow for the infiltration of runoff. Project implementation would not have a significant impact on the existing stormwater drainage system or require new construction or expansion of any stormwater drainage facilities. Therefore, no mitigation measures are necessary.

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

No Impact. The City of Long Beach is supplied with various water sources for both present and future needs. The amount of water needed to serve the proposed project site would not be significant and would not require the procurement of additional entitlements. Therefore, the existing water system would be adequate to handle the proposed use of the site for container storage. No impacts would occur, and no mitigation measures are necessary.

e) Result in a determination by the waste water 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?

Less Than Significant Impact. The total amount of effluent generated by the proposed project is not anticipated to be significant. Two portable office buildings would be located on the site with temporary wastewater holding tanks that would be pumped out as needed by a service provider. No significant impacts would occur, and no mitigation measures are necessary.

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

No Impact. Current landfill facilities are sufficient to serve the needs of the proposed project. The City of Long Beach takes most of its trash to the Southeast Resource Recovery Center to be incinerated and converted to energy. The remainder of the trash is taken to the Puente Hills Landfill in Whittier (City of Long Beach, 2009). The Puente Hills Landfill has a total estimated permitted capacity of 106,400,000 cubic yards with an estimated 49,348,500 cubic yards remaining capacity (approximately 46%) (CIWMB, 2009). The permitted maximum disposal is 13,200 tons/day. The only structures proposed for the site are two portable office buildings to house security personnel. The amount of solid waste produced by project operation would be negligible. Implementation of the proposed project would not affect generation of solid waste and no mitigation measures are necessary.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. No mitigation measures are necessary.

B.4.17 Mandatory Findings of Significance

MANDATORY FINDING OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (<i>Cumulatively considerable</i> 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have environmental effects that would 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) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. The project site does not contain any threatened or endangered species and would not impact any sensitive habitat. The project area is developed with similar industrial uses, and the project would not have the potential to degrade the environment in this regard. No historic structures would be impacted and there is a low likelihood that any significant archaeological or paleontological resources would be found on the site. It is hereby found that the proposed project involves no potential for any adverse effect, either individually or cumulatively, on wildlife and cultural resources.

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.)

No Impact. Development of the proposed project would not result in cumulatively considerable impacts; therefore, a cumulative impact analysis will not occur for this project.

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

Less Than Significant Impact. The proposed project’s potential impacts related to aesthetics, air pollution, noise, health and safety, traffic, and other issues were found to be less than significant. One potentially significant impact associated with noise would be mitigated to a level of less than significant. Therefore, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly.

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

Date

Printed Name

For