Final Environmental Impact Report

Volume VI – FEIR Sections I – IV

Refer to Volumes I through V for the Draft EIR

Douglas Park
(Formerly PacifiCenter @ Long Beach)

Lead Agency: City of Long Beach

State Clearinghouse No. 2001051048

September 2004

PCR

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City of Long Beach
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Long Beach, California 90802

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I. Introduction

I. INTRODUCTION

This Final EIR has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) with respect to the proposed Douglas Park (formerly PacifiCenter @ Long Beach) project.

Section 15132 of the State CEQA Guidelines requires that a Final EIR contain the following:

(a) The Draft EIR or a revision of the draft;

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR;

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

This Final EIR, which is contained in Volumes VI through VIII, is intended to be a companion to the February 2004 Draft EIR, which is incorporated by reference and bound separately. (Refer to Volumes I through V for the Draft EIR.) Pursuant to Section 15088 of the CEQA Guidelines, the City of Long Beach, as the Lead Agency, has reviewed all comments received during the 60-day review period for the Draft EIR. Comment letters with specific responses are presented in Section IV, Response to Written Comments, of this Final EIR. Any revisions to the Draft EIR based on these comments are contained in Section III, Corrections and Additions, of this Final EIR in revision mode text (i.e., deletions are shown with ~~strikethrough~~ and additions are shown with <u>underline</u>).

In accordance with the above CEQA requirements, copies of the original comment letters are provided in Appendix FEIR-A. In addition, a matrix listing all of the commentors, together with the issues raised in each letter, is provided in Table FEIR IV-1 in Section IV, Responses to Written Comments, of this Final EIR.

This Final EIR also consists of a summary of the proposed project in Section II; a Mitigation Monitoring and Reporting Program (MMRP) in Section V; and a listing of project features in Section VI. (The MMRP and project features reflect the revised plan known as Douglas Park). See Section II, Summary, and Section III, Corrections and Additions, for more discussion regarding the revised Douglas Park plan.) The MMRP, which provides the mitigation program that will be adopted by the City, pursuant to Public Resources Code Section 21081.6, will ensure that if the project is developed, all mitigation measures are implemented thereby minimizing identified environmental effects.

II. Summary

II. SUMMARY

A. INTRODUCTION

In accordance with CEQA Guidelines §15123, this Section of the Final EIR provides a brief description of the project; identification of significant effects associated with the project and proposed mitigation measures or alternatives that will reduce or avoid those effects; areas of controversy known to the lead agency; and issues to be resolved including the choice among alternatives and whether and how to mitigate the significant effects.

B. PROJECT LOCATION

The project site is located approximately 5 miles northeast of downtown Long Beach and immediately north of the Long Beach Municipal Airport (Airport). The majority of the site (approximately 238 acres) is located within the City of Long Beach, while the remaining portion of the site (approximately 23 acres) is located within the City of Lakewood. In general, the project site is bounded by Carson Street on the north, the Airport on the south and southwest, Lakewood Boulevard on the east, and the Lakewood Country Club and the Airport on the west.

C. PROPOSED PACIFICENTER PROJECT

Boeing Realty Corporation (Boeing), the project Applicant, has proposed PacifiCenter @ Long Beach (hereafter referred to as the PacifiCenter project or proposed project), which will result in the development of approximately 261 acres of former and existing Boeing C-1 aircraft production facilities located within the Cities of Long Beach and Lakewood. Implementation of the PacifiCenter project will provide for the replacement of over five million square feet of research and development (R&D), office, warehousing, manufacturing, and other aviation-related floor area previously occupied on the project site with new R&D, light industrial, office, retail, hotel, residential, aviation-related, and ancillary uses. In addition, warehouse uses may be developed as accessory uses to permitted uses within the commercial area of the site. The project has been proposed to be designed as a master planned community integrating a variety of land uses. The PacifiCenter project is anticipated to be fully developed by the year 2020.

Two primary land use categories have been proposed as part of the PacifiCenter project: Commercial (office, R&D, light industrial, retail, hotel, and aviation-related uses) and Housing (single-family and multi-family uses). Additionally, a retail overlay zone will be established along a portion of the interface between the Commercial and Housing areas within the eastern portion of the site.

The uses within the Commercial land use category will be developed within approximately 160 acres located within the southern portion of the project site. This area will include up to 3.3 million square feet of office, R&D, light industrial, retail, and aviation-related development. The average floor area ratio in this area will be approximately 0.47, which allows for the development of predominantly low-rise and mid-rise buildings. A maximum of 150,000 square feet of this floor area could consist of retail uses. The Commercial area could also include up to 400 hotel rooms within the portion of the project site within the City of Long Beach.[1] Specific aviation-related uses will be permitted within the more southerly portions of the commercial area adjacent to the Airport. These uses will primarily serve as an amenity to businesses at the project site and will include hanger space for corporate jets and line maintenance "A" checks.[2] In addition, warehouse uses will be permitted as accessory uses. While a maximum of 3.3 million square feet of Commercial floor area can be developed throughout the Commercial area of the site within the Cities of Long Beach and Lakewood, the analyses within the EIR assume that approximately 360,000 square feet may be located in the City of Lakewood in accordance with the M-2 zone.

Residential uses within the Housing land use category will be located on approximately 101 acres within the northern half of the site, including along segments of Carson Street and Lakewood Boulevard, as well as adjacent to the Lakewood Country Club Golf Course. The Housing land use category will provide up to 2,500 single-family and multi-family residential units. Low- to medium-density housing with an approximate average of 16 units per gross acre and a range of approximately 5 to 25 units per gross acre will be provided in the 62-acre western portion of the Housing area. Within this low- to medium-density Housing area of the site, single-family detached units, townhomes, condominiums and townhome/flat combinations may be developed. Medium- to high-density housing with an approximate average of 45 units per gross acre and up to approximately 70 units per gross acre will be provided in the 39-acre eastern portion of the

[1] *A total of 400 hotel rooms are proposed for the project site. Hotel rooms will be in addition to the maximum commercial floor area specified.*

[2] *Line Maintenance "A" checks are scheduled functional inspections performed from a checklist. The activities include lubrication of moving parts, servicing of fluids, inspection of components, hoses, electrical items and aircraft structure. Lighting and a ground power unit are used during these checks.*

Housing area, west of Lakewood Boulevard. Within the medium- to high-density Housing area of the site, condominiums, apartments, townhomes, and townhome/flat combinations may be developed.

As described in Section III, Project Description, of the Draft EIR, since the project is not anticipated to be fully developed until the year 2020, the precise type and amount of development within the land use categories will remain flexible in order to respond to market demands over the course of the development period. Therefore, a development implementation program is proposed as part of the project that will be based on specific development standards set forth in the new Planned Development-32 (PD-32) District for the site. These development standards include such aspects as maximum heights and setbacks from property lines. The development program for the site also specifies a maximum floor area within the Commercial category of 3.3 million square feet, excluding 400 hotel rooms, that can be developed within the City of Long Beach portion of the project site. . These maximums as well as a maximum number of residential units will also be included in the new PD-32 District for the site.

In addition, a 66-kV substation with a maximum footprint of approximately 305 feet by 230 feet is proposed within either the Commercial or Housing areas of the site. The precise location of this substation, which is expected to be constructed in approximately 2009, will be determined based on further input from Southern California Edison. The substation will serve the project site as well as other off-site areas. If located in the residential portion of the project site or fronting A Street in the commercial area, the substation will be a low profile structure (equipment will be approximately 12 feet in height). If the substation is located in the commercial area not fronting on A Street, the equipment will be approximately 20 feet in height. In either scenario, the substation will have underground feed lines and will include an 8-foot masonry wall located at the building setback line with landscaping between the right-of-way and the wall. Such landscaping will include trees, shrubs, and ground cover.

The project will include recreational and open space amenities. Approximately 10.5 acres of park space are proposed as part of the PacifiCenter project, with 9 acres dedicated, zoned and improved for public park space. Park resources will range in size from less than one acre to approximately 4.5 acres and will include several neighborhood greens, a residential park referred to as The Commons, and a larger, centrally located Civic Green. Landscaping will also be provided throughout the site along the primary pedestrian walkways, within certain roadway medians, within building setbacks, and at the entrances to the project site.

The PacifiCenter project will be developed in accordance with a Development Agreement with the City of Long Beach. In addition, Design Guidelines, which will address building and roof design, landscape amenities, streetscaping and pedestrian improvements (e.g., sidewalks and bike lanes), signage, exterior lighting, and other physical aspects of the site will guide development of the proposed project.

PacifiCenter will be developed in phased increments (sequenced according to geography and land use type) and is anticipated to be completed by or before the year 2020. Development of the PacifiCenter project will respond to market demands. However, the project will be developed in accordance with an on-site project infrastructure phasing plan that will provide project infrastructure in advance of market demand. Such infrastructure will include wet utilities (water, sewer, storm drainage), dry utilities (telephone, electricity, gas, cable), streets, traffic signals and signage, street lighting, sidewalks, and parkway landscaping. The initial construction phases of PacifiCenter will focus on the development of housing, site infrastructure for the housing and commercial uses, and the development of commercial uses based on market demands. Later phases will involve further commercial development.

D. PROJECT BACKGROUND AND DESCRIPTION OF PREFERRED PLAN RESULTING FROM AGENCY AND COMMUNITY INPUT

The City of Long Beach has the primary responsibility for carrying out or approving the project and is therefore, the Lead Agency with principle responsibility for preparing documents required by the California Environmental Quality Act (CEQA). To date, several steps of the public environmental review process have been completed. A Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) regarding the PacifiCenter project was originally circulated by the City of Long Beach in May 2001, based on an Initial Study which determined that implementation of the project could result in potentially significant impacts to the environment. Since that time, the project has been revised to reflect input from agencies and the public and to respond to changing economic conditions. Some of the changes that have been incorporated into the project in response to agency and public comment serve to lessen and avoid significant environmental effects that would have occurred under the project identified in the May 2001 NOP. When compared with the May 2001 NOP, the primary changes that have been made to the PacifiCenter project as evaluated in the Draft EIR include a reduction of approximately 5.1 million square feet of commercial uses and 200 hotel rooms. Other changes to the project identified in the May 2001 that have occurred include changes to the location of on-site uses, increased street setbacks, changes to the internal circulation pattern, and a reduction in maximum building heights, including building heights along Carson Street.

The PacifiCenter project, as evaluated in the Draft EIR, also represents a reduction of 1,300 residential units (which is a reduction in residential density), and a reduction of 1.4 million square feet of commercial floor area when compared with a revised project that was proposed after distribution of the May 2001 NOP and presented to the City and community members, including individuals at community task force meetings.[3] Based on the changes that have been made to the project, an NOP for the current project was circulated in November 2002 to give the public and agencies an opportunity to provide comments regarding the revised project. Copies of the May 2001 NOP and November 2002 NOP and public comments received during the 30-day public comment period for both of these NOPs are provided in Appendix C of the Draft EIR. In addition, in accordance with Public Resources Code Section 21083.9, a public scoping meeting was held for the project on December 2, 2002, to obtain input as to the scope and content of the environmental information about the proposed project that should be explored in the EIR. The transcript of the scoping meeting is also provided in Appendix C of the Draft EIR. On February 11, 2004, the Draft EIR was circulated for an extended 60-day public review period, rather than the 45-day public review period as required by CEQA. Written comments received during this review period are provided in Appendix FEIR-A, of this Final EIR. Each of these written comments has been responded to within Section IV, Responses to Written Comments, of this Final EIR.

In response to public input and comment following distribution of the Draft EIR, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park. Douglas Park is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the PacifiCenter project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space, with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. In addition to a reduction of housing units and an associated reduction overall housing density, Douglas Park will also include reduced building heights and increased setbacks in some areas of the site when compared with the PacifiCenter project. The impacts associated with Douglas Park will be similar to those analyzed for the Reduced Intensity Alternative.

[3] *While this project was presented to City staff and various members of the community, it was not included within an NOP.*

E. SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Unavoidable significant impacts can occur as a result of project impacts, cumulative impacts, and as a secondary effect from the implementation of a mitigation measure. Based on the analysis contained in Section V, Environmental Impact Analysis, of the Draft EIR, the PacifiCenter project will result in the following significant and unavoidable environmental impacts:

- Regional construction and operational air emissions;
- Off-site localized PM_{10} emissions during some phases of construction;
- Off-site noise associated with project traffic at Conant Street east of Lakewood Boulevard during operation. In addition, if A Street is reconfigured in the western portion of the project site to be adjacent to the Lakewood Country Golf Course, traffic noise on this segment will exceed the 5 dBA significance threshold. This noise increase is due to the fact that the current roadway does not support a large amount of traffic;
- While the decrease in the amount of runoff originating from the project site due to the increase in pervious surfaces will result in a beneficial effect, since the downstream double RCB culverts under Lakewood Boulevard are not adequate for project storm flows, a significant and unavoidable impact on stormwater drainage systems will occur;
- Short-term and intermittent construction noise;
- Short-term construction traffic;
- Traffic associated with project operation at the following three intersections:
  - Carson Street and Lakewood Boulevard during the P.M. peak hour;
  - Conant Street/B Street and Lakewood Boulevard during the A.M. peak hour; and
  - Spring Street and Lakewood Boulevard during the A.M. and P.M. peak hours
- While project impacts to residential street segments can be reduced through the implementation of a mitigation measure requiring the funding for the implementation of neighborhood traffic management measures, should the jurisdiction(s) with authority to implement these measures fail or be unable to

implement acceptable and adequate measures, project impacts on possibly up to three significantly impacted residential street segments would be significant and unavoidable.

- Although the credit/debit analysis indicates that the project will result in an overall benefit to the regional transportation system, and the proposed mitigation measures will further improve conditions, since the future with project condition, including mitigation measures, will result in a D/C ratio increase of 0.020 or more with a final LOS of F on eight of the I-405 mainline segments analyzed, the project's impacts on these freeway segments are considered significant and unavoidable.

- In the event that project-generated General Fund revenue is allocated to municipal purposes other than the provision of police, fire and library services, potentially significant impacts associated with the provision of these services could also occur.

With regard to cumulative analyses contained in Section V, Environmental Impact Analysis, of the Draft EIR, the project will contribute to significant cumulative impacts associated with regional air quality, historic resources, construction and operational traffic, construction noise, operational traffic noise, hydrology, and solid waste. In addition, the project could potentially contribute to cumulative police, fire protection and library services in the event that General Fund revenue is not allocated to these municipal services.

Finally, as discussed in Section VII, Other Environmental Impacts, of the Draft EIR, implementation of several of the proposed traffic mitigation measures will result in significant and unavoidable impacts associated with the removal of parking spaces since sufficient parking may not remain to meet parking requirements.

F. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the decision-makers include those areas where an unavoidable significant impact has been projected as well as issue areas where concerns have been raised, primarily through the Notice of Preparation process, indicating a level of controversy. For the PacifiCenter project, the areas of unavoidable significant impact are presented above. Issues raised during the NOP comment periods included hazards and noise associated with the existing Airport and additional traffic. Further issue areas that have been identified as potentially

controversial include the relationship of proposed residential uses to existing aviation-related uses, including aircraft overflights.

G. ALTERNATIVES

The CEQA Guidelines require an EIR to "describe the range of reasonable alternatives to the project, or to the location of the project, which will feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The CEQA Guidelines direct that selection of alternatives be guided by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.

As described in detail in Section VI, Alternatives, of the Draft EIR, five alternatives to the project were identified, which include a No Project/No Build Alternative, a No Project/Development in Accordance with Existing Plans Alternative, a Reduced Intensity Alternative, and a Non-Residential Alternative. Based on an analysis of these alternatives, an environmentally superior alternative is identified. The five identified alternatives, as well as the identified environmentally superior alternative, are summarized below.

No Project/No Build Alternative: The No Project/No Build Alternative assumes that the PacifiCenter project will not be developed and development of the PacifiCenter site with new uses and structures will not otherwise occur. Implementation of the separately approved and permitted soil and groundwater remediation program currently in progress at the site together with permitted demolition activities necessary to implement the remediation program will continue in accordance with Cleanup and Abatement Order 95-048 issued by the Los Angeles Regional Water Quality Control Board. Use of the approximately 380,000 square feet of floor area that is currently occupied within the Boeing Enclave will continue under this Alternative.

Although many of the improvements and project elements proposed as part of the PacifiCenter project that will have beneficial effects will not occur under the No Project/No Build Alternative, this Alternative will not result in new environmental impacts, with the exception of aesthetics, water quality and land use and planning (which will be less than significant). In addition, although new employment and housing impacts will not occur under the No Project/No Build Alternative, such impacts will be greater than under the project as a result of inconsistency with relevant policies set forth in local and regional plans, though such impacts will be less than significant. Impacts to historic resources will be similar to those associated with the project and will also be less than significant.

Further, similar to the proposed project, a significant hydrology impact may potentially be maintained due to an existing downstream storm drain deficiency. Nonetheless, the No Project/No Build Alternative will result in an overall reduced level of environmental impact as compared to the PacifiCenter project. With the exception of the existing hydrology impact, all of the potentially significant impacts associated with the project will be avoided under this Alternative. As this Alternative will not involve any new development, it will not meet any of the General, Design, Development Implementation, or Economic project Objectives established for the PacifiCenter project.

No Project/Development in Accordance with Existing Plans Alternative: Under the No Project/Development in Accordance with Existing Plans Alternative, the PacifiCenter project will not be developed, but other redevelopment activities will occur on-site on a building-by-building basis. Redevelopment within the portion of the project site within the City of Long Beach will be completed in accordance with PD-19 (the zoning for the site) and LUD Nos. 7 and 12 (the General Plan Land Use Designations for the site). Redevelopment of the portion of the site in the City of Lakewood will proceed in accordance with the regulations set forth for the M-2 zoning, the City of Lakewood General Plan, and the City's Redevelopment Plan for Redevelopment Plan Area III. The amount of floor area development under the No Project/Development in Accordance with Existing Plans Alternative will be consistent with the floor area permitted on-site by the PD-19 Ordinance. When accounting for the over five million square feet of floor area that recently existed on-site, together with the new floor area allowed by the PD-19 Ordinance (based on the additional trips allowed under PD-19), this Alternative assumes that a total of approximately 6,231,000 square feet of floor area will be replaced and developed. Of this floor area, approximately 4,619,000 square feet of R&D uses, approximately 872,000 square feet of office uses will be developed within the City of Long Beach and use of approximately 380,000 square feet for aviation-related uses (in the Boeing Enclave) will continue. The floor area within the City of Lakewood will include approximately 360,000 square feet or more of industrial/manufacturing development.

The No Project/Development in Accordance with Existing Plans Alternative will result in less impacts to regional and local operational air emissions (although regional emissions will remain significant), traffic noise (although impacts will remain significant), population, housing (relative to projections), employment (relative to policies), police protection (potentially significant), fire protection (potentially significant), schools, recreation, libraries, traffic (all significant intersection impacts will be mitigated and some residential street segment impacts will remain significant), transit, solid waste, and energy as compared to the PacifiCenter project. Impacts to regional and local construction air emissions, historic resources, archaeological resources, grading and site design, seismicity, hazards and hazardous materials, land use and planning, parking, water, and

sewer will be similar to those impacts associated with the proposed project. Impacts associated with aesthetics, hydrology, water quality, construction and operational noise, employment (relative to projections), housing (relative to policies), fire flows, and bicycle and pedestrian circulation will be greater under this Alternative than under the project. In addition, some of the improvements and many of the project elements proposed as part of the PacifiCenter project that will have beneficial effects will not occur under the No Project/Development in Accordance with Existing Plans Alternative.

Since the No Project/Development in Accordance with Existing Plans Alternative will likely result in the construction of a total of 5,871,000 square feet of floor area within the City of Long Beach and 360,000 square feet of industrial floor area within the City of Lakewood, implementation of the Alternative will support some of the General Objectives established for the PacifiCenter project. New development will enhance a major employment center in Long Beach by increasing jobs at the project site. In addition, this Alternative includes the development of underutilized land on approximately 23 acres of the site within Lakewood. However, development will occur on a piecemeal basis without the benefit of infrastructure provided in advance of market demand. Additionally, because the No Project/Development in Accordance with Existing Plans Alternative will not increase the housing stock within the City of Long Beach, other General Objectives will not be met with this Alternative, including those regarding the location of housing within close proximity to growing employment centers to decrease commute time, thereby reducing energy consumption and improving air quality.

Implementation of the No Project/Development in Accordance with Existing Plans Alternative will preclude accomplishment of many of the proposed project's Design Objectives. While this Alternative will encourage industrial and commercial projects in underutilized areas, it will not provide as cohesive and orderly development of the project site as compared with the proposed project. In addition, it will not: provide a mix of land uses with a live, work, and play environment that includes new infrastructure and amenities to attract and support quality tenants; provide a variety of residential opportunities; or provide a mix of secondary land uses, including restaurants, retail space, and hotels, to support tenant needs and reduce employee, resident, and visitor trips and trip distances. Furthermore, as development will occur on a periodic basis, elements proposed as part of the PacifiCenter project, such as extensive open spaces and landscaping will not occur under this Alternative to the degree that they will under the project.

The No Project/Development in Accordance with Existing Plans Alternative will not support the project's Development Implementation Objectives to respond to market conditions, as this Alternative will not facilitate a rapid delivery of various types of space. This Alternative also will not support the basic Economic Objective established for the

project, which is to balance reuse opportunities with community needs and environmental constraints in such a manner as to optimize the value of its investment while creating significant employment and housing. Therefore, the majority of the basic objectives of the project will not be attained with implementation of this Alternative.

Reduced Intensity Alternative: Similar to the PacifiCenter project, the Reduced Intensity Alternative will include approximately 3.3 million square feet of office, R&D, light industrial, retail, aviation-related development, and 400 hotel rooms. Up to 1,400 single- and multi-family residential units will be developed representing a decrease of 1,100 residential units when compared with the project. Eleven acres of park space will be developed, representing an increase of 0.5 acres of parks and open space when compared with the project. Commercial uses will be developed on approximately 160 acres located within the southern portion of the site at an average FAR of 0.47. Four zoning areas will generally guide these commercial uses (three in Long Beach and one in Lakewood). Residential development will be located on approximately 101 acres in the northern portion of the site and will occur at an average intensity of approximately 16 dwelling units per gross acre, net of park space.

This Alternative will result in a reduced level of environmental impact as compared to the PacifiCenter project and no impacts under this Alternative will be greater than the impacts generated by the project. This Alternative will avoid one of the three significant traffic intersection impacts associated with the project. Furthermore, most of the improvements and project elements proposed as part of the PacifiCenter project that will have beneficial effects will also occur under the Reduced Intensity Alternative.

The Reduced Intensity Alternative will accomplish the General, Design, Development Implementation, and Economic project Objectives established for the PacifiCenter project, although to a lesser degree in certain instances than the proposed project. The Reduced Intensity Alternative will involve new commercial and industrial development that is equivalent to the project and will thereby create an employment/ activity center and increasing job opportunities. In addition, the Reduced Intensity Alternative will maximize commercial development potential in the area and will generate revenue for the Cities. However, as this Alternative will not include as many residential units as the proposed project, the general objectives pertaining to the provision of housing will not be met to the same degree as the project. Similar to the proposed project, the Reduced Intensity Alternative will create a mixed-use community and will increase the housing stock within the City of Long Beach. Therefore, the project's General objectives to provide housing along major arterial corridors by recycling old commercial and industrial properties and developing carefully designed, quality residential uses that promote better living conditions and access to employment centers will be attained with this Alternative. In

addition, the Reduced Intensity Alternative will support the Development Implementation Objective as it will include a development program that will allow the Alternative to respond to market conditions through the exchange of land uses without exceeding identified environmental impacts.

Non-Residential Alternative: The Non-Residential Alternative assumes that the site will be redeveloped with retail and warehouse/distribution uses. Under this Alternative approximately 1.1 million square feet of retail uses will be developed in the northern portion of the project site and approximately 4.0 million square feet of warehouse/ distribution uses will be developed toward the more southern portions of the project site. The retail floor area will provide for a new major regional shopping area in the City of Long Beach and the warehouse/distribution floor area will provide for uses that respond to markets associated with the Port of Long Beach, the surrounding freeway system, and the adjacent Long Beach Airport. Similar to the project, operations within the Boeing Enclave may be replaced by new uses if operations in the Boeing Enclave cease.

The Non-Residential Alternative will result in less impacts associated with regional and local operation air emissions (although regional operation air quality impacts will remain significant), population, housing projections, schools, recreation, libraries, traffic (although significant impacts will remain), transit, water, sewer, and natural gas as compared to the PacifiCenter project. Impacts associated with regional and construction air quality (impacts will remain significant), historic resources, archaeological resources, geology and soils, hazards and hazardous materials, traffic noise (although impacts will remain significant), land use consistency, construction and operation noise from on-site sources, employment, police, fire, and parking will be similar to those impacts associated with the proposed project. Impacts associated with aesthetics, hydrology, water quality, land use compatibility, housing policies, bicycle and pedestrian circulation, solid waste, and electricity will be greater under this Alternative. Furthermore, some of the improvements and many of the project elements proposed as part of the PacifiCenter project which will have beneficial effects will not occur under the Non-Residential Alternative.

Implementation of the Non-Residential Alternative will support some of the General Objectives established for the PacifiCenter project. The new development will maintain and enhance a major employment/activity center. In addition, this Alternative will provide the opportunity to capitalize on the development and economic potential of underutilized properties zoned for commercial and manufacturing uses and will encourage industrial and commercial projects in underutilized areas, thereby making a positive contribution toward the jobs-housing balance and creating job opportunities for the local labor force. This Alternative will also help to reverse the trend of local and regional job losses. As

compared with the proposed project, the Non-Residential Alternative will meet these General Objectives regarding economic development, though to a much lesser extent. Furthermore, because the Non-Residential Alternative will not increase the housing stock within the City of Long Beach, the objectives regarding the provision of housing will not be met.

This Alternative will not attain the majority of the General Objectives associated with the Long Beach 2010 Strategic Plan, as the Non-Residential Alternative will not assist in improving the quality and availability of neighborhood housing and will not provide housing along major arterial corridors. However, this Alternative will meet the Strategic Plan objective to retain, expand, and attract new business, although to a lesser extent than achieved by the project since commercial infrastructure will not be provided in advance of market demand. Implementation of the Non-Residential Alternative will preclude accommodation of many of the proposed project's Design Objectives, as the Non-Residential Alternative will not create a master-planned community that blends mutually supportive uses such as employment, housing, and life style amenities. Furthermore, the Non-Residential Alternative will not provide a live, work, and play environment that includes substantial new infrastructure and amenities to attract and support quality tenants, nor will it create a stable residential area, since this Alternative does not include a housing component. Therefore, this Alternative will not provide a variety of residential opportunities or provide a mix of secondary land uses to support tenant needs and to reduce employee, resident, and visitor trips and trip distances. Finally, as this Alternative will not require that every development within the site comply with design standards, the design objective pertaining to the adherence of such standards will not be met. The Non-Residential Alternative will not support the Development Implementation Objective to develop the project in response to market conditions. This Alternative also will not support the basic Economic Objective established for the project, which is to balance reuse opportunities for the project site with community needs and environmental constraints in such a manner as to optimize the value of the property while creating significant employment and housing. Overall, while some of the basic objectives of the project will be attained with implementation of this Alternative, a majority of them will not be met, largely due to the absence of housing under this Alternative.

Environmentally Superior Alternative:

Of the Alternatives analyzed in the EIR, the No Project/No Build Alternative is considered the overall environmentally superior alternative, as it will reduce nearly all of the significant impacts occurring under the PacifiCenter project to less than significant levels. However, this Alternative will not meet any of the General, Design, Development Implementation, or Economic project Objectives established for the PacifiCenter project.

In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives indicates that the Reduced Intensity Alternative will be environmentally superior. Relative to the project, the Reduced Intensity Alternative will avoid one of the significant traffic intersection impacts. While it will not avoid any of the remaining significant impacts, it will reduce a number of the impacts that will occur with the project and none of the impacts that will occur under the Reduced Intensity Alternative will be greater than project impacts. In addition, the Reduced Intensity Alternative will generally meet all of the project objectives.

H. SUMMARY OF PROJECT FEATURES

Project Features, which lessen environmental impacts that might otherwise be expected of the proposed project, have been incorporated into the proposed project. Project Features for PacifiCenter are specified in the impact analysis for each environmental issue area discussed within Section V of the Draft EIR as well as within Appendix B to the Draft EIR. Project Features for the Douglas Park plan are presented in Section VI of this Final EIR. All of the Project Features are intended to be incorporated as mitigation measures, conditions of approval, zoning regulations (development standards or guidelines), or included as part of the Development Agreement for the proposed project.

I. SUMMARY OF ENVIRONMENTAL IMPACTS

This section provides a summary of impacts, mitigation measures, and impacts after implementation of the mitigation measures associated with development of the PacifiCenter project. The summary is provided by environmental issue area and the mitigation measures presented are for the PacifiCenter project. As indicated above, impacts associated with the Applicant's preferred plan, Douglas Park, are consistent with those evaluated for the Reduced Intensity Alternative summarized above and presented in Section VI., Alternatives of the Draft EIR. In addition, as Douglas Park has been formally proposed within revised discretionary land use applications submitted to the City of Long Beach, the Mitigation Monitoring and Reporting Program presented in Section V of this Final EIR includes mitigation measures that reflect this revised plan.

A. AESTHETICS

Impacts: <u>Aesthetics</u> – The project vicinity is an urbanized area that includes a variety of land uses, including industrial, aviation related, residential and commercial uses.

The project site has an overall industrial appearance. Implementation of the proposed project will transform the project site into a mixed-use, master-planned community. As part of the project, maximum building height zones that conform to FAA height regulations, minimum setbacks, 10.5 acres of park space and other features are proposed. Although the height and bulk of the PacifiCenter project may present a contrast relative to recent and existing development on the site and in the surrounding vicinity, implementation of the project will result in overall aesthetic benefits. While the maximum building heights in some areas will increase with implementation of the proposed project pursuant to the proposed rezoning of the site, reduced heights will be established in proximity to surrounding sensitive uses, particularly residences to the north. The site-wide variation in building heights will introduce new architectural and design elements, thereby providing visual interest. The project will incorporate landscaping within the public rights-of-way and on private property in accordance with ordinance requirements. In addition, the landscaped setbacks will create visual buffers between the project and the adjacent uses on all peripheral edges of the site. The project will not introduce elements that substantially degrade the existing visual character or qualities of the site and its surroundings, nor will the project remove or demolish features or elements that contribute positively to the visual character of the vicinity. Project development will also represent a substantial aesthetic improvement relative to the appearance of the site as it undergoes building removal as part of the mandated remediation program. Furthermore, the project will be consistent with the goals of the City of Long Beach General Plan through implementation of design guidelines that will allow a variety of building types incorporating quality design and landscaping. The City of Lakewood General Plan goals will also be met, as the project will maintain a human scale and create organization and functional cohesiveness. The project will also comply with the zoning ordinances of each of these Cities and the applicable FAA regulations. Accordingly, project impacts associated with aesthetics will be less than significant.

Views – Due to the relatively flat topography in the project vicinity, there are currently only limited views within and of the project site from surrounding areas. While development of the project site may alter such views, the project will not substantially obstruct or eliminate existing views of valued on- or off-site aesthetic features. In addition, implementation of the project will not conflict with applicable regulations relating to view resources, since, pursuant to such regulations, the project will enhance the overall aesthetic environment while shielding the less aesthetically pleasing elements of development, thereby improving views in the vicinity. As such, impacts associated with views will be less than significant.

Light – Night lighting in the vicinity generally consists of streetlights, aviation-related lighting associated with the Airport, business façade lighting, and illumination from

vehicle headlights. Implementation of the proposed project will increase ambient light levels on the project site and in the immediate vicinity. However, nighttime exterior light sources will be focused onto the surfaces to be lit (e.g., building details, landscape elements, signs, and pedestrian areas) and shielded as appropriate. Lighting for parking facilities will be directed onto the site and shielded so as to prevent light spillover effects. Aircraft warning lighting will comply with ALUP Safety Policies, as described in Section V.E, Hazards and Hazardous Materials. In addition to the specific design considerations that address exterior lighting, the landscaped setback zones will act as further buffer with regard to light spillover. As such, the project will not result in substantial illumination of any light-sensitive uses in the surrounding vicinity, nor will the project conflict with applicable light regulations. In addition, potent impacts to on-site residences from the flight ramp lighting (within the Enclave) will be shielded by remaining buildings within the Enclave (e.g., Buildings 41A and 15) and to some extent by the proposed screen fencing. Furthermore, as discussed in Section V.I, Noise, a mitigation measure is proposed that prohibits development of residential uses in close proximity to the Boeing Enclave until such time that run-up activities permanently cease, which further reduces the potential for new residential units to be affected by lighting from the Enclave. Thus, overall impacts associated with lighting will be less than significant.

Glare – There are no buildings, structures, or facilities that currently generate substantial levels of glare. The intensity of glare associated with the project will depend on the building materials used and the ultimate design of the new development. Highly reflective glass materials or glazing will not be permitted. Furthermore, landscaping will help screen any potential glare from impacting glare-sensitive uses. As such, the project will not conflict with applicable glare regulations set forth by the Cities of Long Beach and Lakewood and by the FAA. Accordingly, glare impacts will be less than significant.

Mitigation

The following mitigation measures are provided to ensure that potential impacts associated with aesthetics, views, and light and glare will be less than significant.

V.A-1 Minimum setbacks measured from the property line to the building face shall be provided in accordance with the requirements of PD-32 (refer to Figure 19 of Section III Project Description, of the Draft EIR

for an illustration of these setbacks). The setbacks along the periphery include: [4]

- A 28-foot setback from the property line along Carson Street (excluding the 12-foot right-of-way).
- A 26-foot setback from the property line along Lakewood Boulevard (excluding the 14-foot right-of-way).
- A 20-foot setback from the property line adjacent to the Lakewood Country Club.[5]
- A minimum 20-foot setback along the limited portions of the Airport edge on the southern and southwestern boundaries of the project site that are not part of the Long Beach Airport Layout Plan Building Restriction Zone. The no-build zone, which is greater than 20 feet in width, extends along most of the southern portion of the project site.

Setbacks for several of the internal streets are as follows:

- A 2-foot setback from the property line (excluding the 10-foot right-of-way) along A Street between Lakewood Boulevard and 1st Street for street-oriented retail uses.
- A 10-foot setback from the property line (excluding the 11-foot right-of-way) along 1st Street.
- An 18-foot setback from the property line (excluding the 11-foot right-of-way) along other internal collector roadways, including 2nd and 3rd Streets, except for those street segments that abut Building Restriction Zones, where adjacent development is not permitted.[6]

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[4] *This mitigation measure has been revised in the MMRP to reflect the Douglas Park plan.*

[5] *If A Street in the western portion of the site is located adjacent to the Golf Course, the minimum building setback will be 5 feet from the property line (excluding the 11 foot right of way).*

[6] *Additional internal streets may be constructed within the project site. Setbacks along these streets will vary and may be less than 30 feet, in accordance with the Design Guidelines to be implemented as part of the project.*

V.A-2 Maximum building heights shall be defined in the PD-32 ordinance in conformance with Figure 14 in Section III, Project Description, of the Draft EIR. The proposed maximum building heights shall be measured from curb elevation to the top of a parapet or midpoint of a pitched roof within the City of Long Beach. Project buildings located within the City of Lakewood shall be limited to four stories and 55 feet, measured from finished grade to the ceiling of the uppermost story. [7]

V.A-3 Design Guidelines shall be developed for the PacifiCenter project and shall establish standards regarding building and roof design, landscape amenities, streetscaping and pedestrian improvements, including sidewalks and bike lanes, and signage and exterior lighting.

V.A-4 New utility lines for water, gas, sewer, electricity, and communications associated with the project shall be installed underground, to the extent feasible. Underground utility installation shall not interfere with the ongoing remediation program and shall comply with the Risk Management Plan (RMP) designed to assure the long-term protection of health and safety of future residents and employees at the project site. Service areas, including loading docks, refuse collection areas and storage areas shall be visually screened from the street and adjacent parcels to the extent feasible.

V.A-5 All night lighting installed on private property within the project site shall be shielded, directed away from residential uses, and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights in accordance with Airport/FAA requirements.

V.A-6 All lighting shall comply with all applicable ALUP Safety Policies and FAA regulations.

V.A-7 The use of glass with over 25 percent reflectivity shall be prohibited in the exterior of all buildings on the project site.

V.A-8 If located in the residential portion of the project site or fronting A Street in the commercial area, the electrical substation shall be a low profile structure (equipment will be approximately 12 feet in height) whereas if the substation is located in the commercial area not

[7] *This mitigation measure has been revised in the MMRP to reflect the Douglas Park plan.*

fronting on A Street the equipment may be approximately 20 feet in height.

V.A-9 The electrical substation to be constructed on-site shall include an 8-foot masonry wall located at the building setback line. The area between the right-of-way and the setback shall be landscaped with groundcover, shrubs and trees.

V.A-10 Landscaping shall be installed on the eastern side of the Enclave fence from the north end of Building 15 to the southern property line upon installation of Phase I commercial infrastructure. Landscaping shall be installed on the northern side of the fence surrounding the Enclave or along the proposed street to the north of the Enclave upon development of the residential units in the northwestern portion of the site as shown in Figure 25 of the Draft EIR.

V.A-11 All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security. Rooftop lighting shall be limited to security lighting and aircraft warning lights as may be required by FAA.

V.A-12 The south side of existing Building 1C shall be screened from views along A Street by an architectural facade. The remaining east, west and north sides of 1C shall also be screened to minimize views of the structure. This shall be accomplished with either an architectural facade similar to the south side of the building, with landscape screening using evergreen trees and shrubs in front of a masonry wall or with landscape screening using evergreen trees and shrubs. Should the north, east or west side of 1C be located fronting A street, then the street shall be located so that the building is set back from the right-of-way in a similar manner as if it were a new building in this area.

Level of Significance After Mitigation: Incorporation of Project Features and mitigation measures will ensure that the project will not result in significant and unavoidable impacts relative to aesthetics, views, or light and glare.

Cumulative Impacts: Several projects are proposed in the general vicinity of the project site, including the ongoing on-site soil and groundwater remediation activities associated with Cleanup and Abatement Order 95-048 (Related Project No. 44). Due to the relatively flat topography and the urbanized nature of the area, the related projects will

not be prominent in views from the site or the immediately surrounding area. None of the related projects is expected to appreciably alter the urban character of the area. Furthermore, each of the cumulative projects will be subject to the project and permit approval process. As such, no significant cumulative impact to aesthetics, views, and light and glare will occur.

B. AIR QUALITY

The project site is located in the South Coast Air Basin (Basin). The Basin is an area of high air pollution potential, particularly from June through September. The Basin is in attainment for NO_2, lead, SO_2, and CO. PM_{10} and ozone levels, while reduced substantially from their peak levels, are still far from attainment.

Construction

Construction of the proposed PacifiCenter project will generate emissions from activities such as site preparation operations (grading/excavation) and delivery and hauling of construction materials and supplies to and from the project site. Regional construction emissions calculated for this project will exceed South Coast Air Quality Management District (SCAQMD) daily thresholds established for CO, PM_{10}, ROC and NO_X. Thus, construction emissions will result in significant short-term regional air quality impacts for these pollutants. Daily emissions of SOx will be considered adverse, but less than significant, since the levels of these emissions will fall below the SCAQMD significance thresholds.

Fugitive dust is also produced from soil disturbance during the grading/site preparation phase of construction. Dispersion modeling was performed to determine the extent of fugitive dust concentrations at nearby sensitive receptors. Results of the PM_{10} dispersion modeling indicate that development of the proposed project could cause an exceedance of the 10.4 $\mu g/m^3$ (micrograms per cubic meter) PM_{10} measurable increase significance threshold. Therefore, construction-related fugitive dust concentrations could result in a significant impact to local air quality. No significant impacts related to local air toxics, CO, and NO_2 concentrations from construction are forecast to occur as a result of the project.

Operation

Air pollutant emissions associated with project occupancy and operation will be generated by both the consumption of energy and by miscellaneous sources (e.g.,

landscape equipment, emergency generators, etc.). Project-related operational emissions for on-road mobile sources and stationary sources will exceed all SCAQMD thresholds for operational emissions, with the exception of SO_x, and will represent a significant impact to regional air quality.

During the operational phase of the project, project traffic will have the potential to generate local area CO impacts. An analysis at ten selected intersections was performed to determine the potential for the creation of CO hotspots attributable to the proposed project. This analysis of ten intersections indicated that project-related traffic will not result in any exceedances of the State one-hour CO standards at any of the study intersections. Similarly, eight-hour concentrations at the analyzed intersections will remain below the State standards.

The air quality analysis examined the consistency of the proposed project with AQMD's Air Quality Management Plan (AQMP). No significant impacts will occur as a result of the project with respect to consistency with applicable air quality management policies.

Health Risk

Using data provided by the AQMD and the Airport, an assessment of the potential for nearby uses to generate hazardous and acutely hazardous air emissions to impact proposed on-site residential uses was performed. For carcinogenic exposures, the summation of risk totaled 8.3×10^{-6} (8.3 in a million) for the maximum exposed individual (MEI) within the proposed residential land use. In comparison to the established threshold of ten in one million (1.0×10^{-5}), carcinogenic risks fall within acceptable limits. For noncarcinogenic chronic exposures, the maximum summation of risks was 0.02 for the MEI within the proposed residential land use. In comparison to the established threshold of 1.0, chronic risks are below the threshold. For noncarcinogenic acute exposures, the maximum summation of risks was 0.03 for the MEI within the proposed residential land use. In comparison to the established threshold of 1.0, acute risks are below the threshold.

Mitigation

The following air quality mitigation measures set forth a program of air pollution control strategies designed to reduce the project's air quality impacts. In addition, Section V.L, Transportation/Circulation and Parking, of the Draft EIR, includes traffic mitigation measures, such as the Adaptive Traffic Control System (ATCS) that will serve to

synchronize traffic signals and a Transportation Demand Management (TDM) program that will include preferred carpool/vanpool parking and matching, thereby reducing mobile source air emissions. In addition to the mitigation measures, the project features specified in Section V.B, Air Quality, and in Appendix B of the Draft EIR will further reduce the project's air quality impacts.

Construction

Mitigation Measures provided below implement recommended mitigation measures provided in SCAQMD's *CEQA Air Quality Handbook*, Chapter 11, and are in addition to the requirements of SCAQMD Rule 403 (Fugitive Dust).

V.B-1 All land clearing/earth-moving activity areas shall be watered to control dust as necessary to remain visibly moist during active operations.

V.B-1a Excavating and grading operations shall be suspended when wind gusts (as instantaneous gusts) exceed 25 mph.

V.B-1b Non-toxic soil stabilizers shall be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive ten days or more).

V.B-2 All construction roads internal to the construction site that have a traffic volume of more than 50 daily trips by construction equipment, or 150 total daily trips for all vehicles, shall be surfaced with base material or decomposed granite.

V.B-3 Streets shall be swept as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public paved roads. Street sweepers shall be SCAQMD Rule 1186 certified and water sweepers shall use reclaimed water where feasible.

V.B-4 Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

V.B-5 Water three times daily or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-

site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.

V.B-6 Traffic speeds on all unpaved roads shall not exceed 15 mph.

V.B-7 All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

V.B-8 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will have their engines turned off after ten minutes when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

V.B-9 On-site construction equipment staging areas and construction worker parking lots shall be located on either paved surfaces or unpaved surfaces subject to soil stabilization.

V.B-10 To the extent possible, petroleum powered construction activity shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

V.B-11 On-site mobile equipment shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane or butane) as feasible.

V.B-12 All construction equipment used in the project construction shall be stored within the project site (away from adjacent residential areas) to reduce the impact on the street system.

V.B-13 Deliveries related to construction activities that affect traffic flow shall be scheduled during off-peak hours (e.g., 10:00 A.M. and 3:00 P.M.) and coordinated to achieve consolidated truck trips. When traffic flow is impacted by the movement of construction materials and/or equipment, temporary traffic controls shall be provided to improve traffic flow (e.g., flag person).

V.B-14 All on-site heavy-duty construction equipment shall be equipped with diesel particulate traps as feasible.

V.B-15 In compliance with Long Beach Municipal Code and Lakewood Municipal Code requirements, construction activities shall be limited to the following operation schedule: weekdays and federal holidays, 7 A.M. to 7 P.M.; Saturday, 9 A.M. to 6 P.M.; no activities on Sundays within the City of Long Beach; and Sunday, 9 A.M. to 7 P.M. within the City of Lakewood.

Operation

Emission control measures are specified for three sources of operational emissions: (1) service and support facilities; (2) natural gas consumption and electricity production; (3) building materials, architectural coatings, and cleaning solvents; and (4) warehouse/distribution centers.

(a) Service and Support Facilities (point sources)

V.B-16 All point source facilities shall obtain all required permits from the SCAQMD. The issuance of these permits by the SCAQMD will require the operators of these facilities to implement Best Available Control Technology and other required measures that reduce emissions of criteria air pollutants.

V.B-17 Land uses on the project site shall be limited to those that do not emit high levels of potentially toxic contaminants or odors.

(b) Natural Gas Consumption and Electricity Production

V.B-18 All residential and non-residential buildings shall meet the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.

V.B-19 All fixtures used for lighting of exterior common areas shall be regulated by automatic devices to turn off lights when they are not needed.

(c) Building Materials and Architectural Coatings

V.B-20 Building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

(d) Warehouse Uses

The following mitigation measures shall be considered during operation of any accessory warehouse/distribution uses at the project site to ensure that health risk impacts are less than significant.

V.B-21 Re-route truck traffic by restricting truck traffic on certain sensitive routes;

V.B-22 Enforce truck parking restrictions;

V.B-23 Restrict truck idling;

V.B-24 Electrify service equipment at the warehouse;

V.B-25 Provide electrical hook-ups for trucks that need to cool their load;

V.B-26 Electrify auxiliary power units; and

V.B-27 Use low-sulfur diesel fuel with particulate traps, where feasible.

Level of Significance After Mitigation

Construction

Activities related to construction of the project will still exceed the SCAQMD daily emission thresholds for regional NO_X, CO, PM_{10}, and ROC after implementation of all feasible mitigation measures and incorporation of project features as described above. Therefore, construction of the project will have a significant and unavoidable impact on regional air quality. Construction emissions will not exceed the SCAQMD significance threshold for SO_x, and, thus, impacts are concluded to be less than significant for SO_x.

No significant impacts related to local air toxics, CO, and NO_2 concentrations from construction are forecast to occur for the project. However, based on conservative assumptions, with mitigation, local PM_{10} construction concentrations will result in a significant net increase in emissions to areas north of the project site. These offsite impacts will decrease as site preparation activities move from the northern portion of the project site towards the more central and southern portions of the project site.

Operation

During the operational phase, the project will result in a significant net increase in regional emissions of CO, ROC, NO_X, and PM_{10} from the operation of both stationary and mobile sources. Mitigation measures and project features will reduce the potential air quality impacts of the project to the degree technically feasible, but emissions will remain above SCAQMD significance thresholds. Therefore, operation of the proposed project will have a significant and unavoidable impact on regional air quality. Operational emissions will not exceed the SCAQMD significance threshold for SO_2, and, thus, impacts are concluded to be less than significant for SO_2.

Local CO concentrations as a result of project-related traffic and emissions of air toxics are not forecast to be significant for the project.

Cumulative Impacts

Based on the SCAQMD's significance threshold, a project will have a significant cumulative air quality impact if the daily project vehicle miles traveled to daily countywide vehicle miles traveled ratio exceeds the ratio of daily project vehicles to daily countywide employees. The daily project to countywide vehicle miles traveled ratio is less than the daily project to countywide employee ratio. Therefore, based on this analysis the project will have a less than significant cumulative impact on air quality. Nevertheless, implementation of the project will result in an increase in emissions which will contribute to region-wide emissions on a cumulative basis. As such, the project's cumulative air quality impact is concluded to be significant.

C. CULTURAL RESOURCES

Archaeological Resources

Impacts: The archaeological assessment conducted for the proposed project did not determine the existence of any previously identified archaeological resources within the project site. However, due to existing development on the site, survey and testing procedures could not be completed. As such, it must be determined that there is a potential of encountering unknown, buried archaeological resources during construction activities within the project site. Therefore, potential impacts related to the disturbance of previously unknown archaeological resources will be considered significant.

Mitigation: With the following mitigation measures in place, the discovery of any and all prehistoric and historic archaeological resources is anticipated.

If at any time an archaeological resource is located, the preferred treatment measure will be to avoid the resource. Avoidance of any such discovered resources will be considered feasible and will be implemented as preferred mitigation if the resource is located within a part of the project site designated for open space and will not require mass grading in conjunction with surrounding areas. If it is determined that only a portion of the resource will be affected by the project, then mitigation shall be restricted to those parts of the archaeological resource that would be damaged or destroyed.

Pedestrian Survey and Refinement to the ARS Map

V.C-1 The permitted demolition activities associated with the remediation program cover approximately 80 percent of the Boeing C-1 Facility. Once this area has been cleared of buildings and asphalt, an opportunity exists to refine the ARS map. Many of the assumptions regarding modern impacts will either be validated or dismissed. The geology of the facility will also become more clear. Recording this new data is paramount to discovery efforts.

A pedestrian survey shall be conducted across surfaces exposed during the remediation program. The survey team would include a geoarchaeologist and several archaeologists. Documentation of disturbances and geology would be made when relevant. If remediation of soil occurred, there is the potential to evaluate stratigraphic data. All data gathered during the survey would be incorporated into the refined ARS map. If areas within the remediation program can be determined to have less potential to contain archaeological resources, then testing efforts can be focused elsewhere.

Testing Program

V.C-2 The recommended testing program involves the systematic placement of mechanical probes across the project site prior to any new construction. Backhoe trenches will be used as the primary method of probing. Trenches will be placed in areas that are clear of utility lines and where the probability of relatively shallow (less than 5 feet) archaeological deposits is indicated by the Archaeological Resources Sensitivity (ARS) Map. Alternate means of mechanical probing will be initiated only if backhoe trenching is deemed

ineffective for a particular area. In these instances, continuous cores and/or auger cores will be used.

Table 20 contains the percentage of area covered by each Sensitivity Class on the ARS map and the maximum number of probes proposed in the testing program. Only a handful of mechanical probes shall be placed in Sensitivity Class I areas, where the probability of encountering an intact archaeological deposit is quite low. These areas are highly disturbed and the presence of utility lines and other infrastructure dictate a cautious approach. This class accounts for roughly 11 percent of the entire project site. The majority of the project site, 74 percent, is classified as either Sensitivity Class II or III. Subsurface probes placed in these areas will assess the actual impacts from past construction activities and could result in their reclassification into a lower sensitivity class. Placement of the trenches will depend on particular stratigraphic data encountered, but it is expected that no less than one trench for every five acres will be required. This results in a total of roughly 40 trenches. The highest density of subsurface test probes will be placed in Sensitivity Class IV or V areas, where ten trenches will be placed in each class respectively.

Data Recovery Program

V.C-3 If an archaeological resource is found during the mechanical probing program, a determination will be made regarding whether the resource can be avoided by the proposed development. If not, data recovery measures will commence. In this section, data recovery measures are specified for various types of archaeological resources to account for variability in site size, density and character.

Should an archaeological resource be discovered, it will go through a three-phase data recovery program of fieldwork followed by laboratory analysis and reporting. The first phase of fieldwork will involve the definition of the archaeological site boundary and an evaluation of site integrity.

The objective of this phase is the characterization of the archaeological deposit, which will be accomplished through the hand excavation of a small number of test units. The second phase involves the mechanical excavation of the entire deposit area that will be impacted by construction activities. The careful removal of the site will allow archaeologists to recover important scientific information on

formation processes and site function and to detect cultural features. The third phase of fieldwork will ensue if features are identified. All features will be hand excavated in their entirety. Fieldwork will be followed by analysis of the recovered materials, the preparation of a technical report, and curation of all project-related materials.

Phase 1: Site Characterization

Should an archaeological resource be encountered, it will be subjected to site boundary definition. This measure entails an assessment of the resource at the time of discovery. Site boundary definition may require the excavation of backhoe trenches to trace out the subsurface extent of the discovered resource. A backhoe will be used to remove fill and to excavate a series of trenches through the site area. The purpose of the trenches is to define the horizontal and vertical extent of the site and to identify any potential subsurface features. A geoarchaeologist will also inspect the resource and the surrounding sediments to determine whether or not it is in situ. If the discovery is determined to be an archaeological resource, then data recovery measures will be enacted.

Archaeological resources can be divided into two broad categories; prehistoric and historic. Examples of archaeological resources are presented along with the projected Phase 1 level of mitigation effort. All examples assume that project-related activities would not allow the resource to be preserved in place and that damage to the entire resource may be expected.

Prehistoric Sites

Prehistoric archaeological resources common to the Los Angeles Basin include habitations, special activity sites, artifact scatters, and isolated features.

Habitations. In the Long Beach area, habitation sites consist of accretional midden deposits. These deposits are often composed of organic remains including vertebrate and invertebrate fauna as well as stone and shell artifacts. Features found in these middens may include hearths, storage pits, piles of fire-affected rock, and burials.

During Phase 1 data recovery of habitation sites, hand excavation of a sample of test units shall occur. In all cases, at least four test units

will be excavated, with the maximum number of units not to exceed 10 percent of the area within the archaeological site boundaries. Excavation units will be placed according to trench profiles created during site boundary definition. Test units will be 1-by-1-m in size and excavated stratigraphically where possible. If natural or cultural strata are not evident, units will be excavated in arbitrary 10-cm levels. All materials will be screened through ? -inch mesh hardware cloth and collected separately. Photographs will be taken of selected units, and profiles will be drawn of each unit. Appropriate paperwork will be filled out during the excavation to accurately track all artifacts, samples, and soil removed from the site. Geoarchaeological documentation will include description of soils and stratigraphy.

Special Activity Sites. Special-activity middens are typically food-processing locales that are rich with marine shell and lithic materials. These sites are less likely to contain features and rarely contain burials. Because of the homogenous nature of these sites, less excavation effort will be necessary to characterize the deposit.

At least two test units at each special-activity site shall be excavated, with the maximum number of test units not to exceed 5 percent of the site's defined area. These units will provide sufficient data to address regional research issues. Excavation will proceed as outlined above.

Artifact Scatters and Isolated Features. Artifact scatters is a category of site that includes numerous functions and manifestations. A flaked stone chipping station or a closely associated set of manos and metates would qualify as an artifact scatter. Artifact scatters are often difficult to identify during trenching or grading activities because their archaeological signature does not necessarily contain a discoloration of the soil. Isolated features are also difficult to identify during trenching and grading. Small hearths and roasting pits, for example, often go undetected because of their small size.

For artifact scatters, a sample of two test units at each site shall be hand excavated, with the maximum number of test units not to exceed 5 percent of the total site area. All isolated features encountered will be excavated in their entirety. Excavation will proceed as outlined above.

Historical-Period Sites

Types of historical-period archaeological resources include trash scatters, wells, privies, foundations, and water control features. Based on early 20th century photos, the project vicinity was used as pasture or grazing land. As such, the remnants of wells, fence lines, watering troughs, and the like that may have been associated with such agrarian activities may be encountered.

In the event that a historical-period feature is encountered, intact portions shall be defined and a sample of associated artifacts from undisturbed contexts shall be excavated. In the event that features such as privies or wells are encountered, at least half of the undisturbed deposit will be hand excavated according to the methods outlined below (see Phase 3: Feature Excavation). For features that have no associated artifacts, such as fence posts, wall remnants, and water troughs, the feature shall be documented through photographs, notes, and drawings.

Historical-period trash scatters may also occur on the project site. After the area of any encountered trash scatter has been defined, at least two test pits will be manually excavated, with the hand-excavated sample not to exceed 5 percent of the site area.

Phase 2: Mechanical Excavation

Once an archaeological site has been adequately characterized through the hand excavation of test pits, that portion of the site that will be destroyed by construction activities will be mechanically excavated. Using a tracked backhoe or similar equipment fitted with a flat blade, the archaeological deposit will be removed in 10-cm levels. The operation will be monitored by a professional archaeologist. Selected portions of the removed fill will be screened through ?-inch mesh hardware cloth; provenience of the screen material will be set to the site grid and elevation. Features, occupational surfaces, and activity areas will be flagged. Mechanical operations will cease at this point, and hand excavation will ensue (see below). Upon completion of feature excavation, mechanical excavation will resume in an attempt to discover additional features. Mechanical excavations will cease at the base of the archaeological deposit.

Phase 3: Feature Excavation

In the event that archaeological features, such as hearths, roasting pits, or house floors, are discovered, archaeologists will excavate them in their entirety. Smaller features may be bisected and excavated in two halves; larger features may be quartered. Additionally, areas surrounding features will be excavated to ensure that data from related activity areas are collected. In the event that occupational surfaces are identified, the surface will be gridded and excavated in its entirety.

Excavated fill will be screened through ? -inch mesh hardware cloth. Paleobotanical and chronometric samples will be collected from appropriate contexts. All excavated features will be documented thoroughly with photographs, profiles, plan maps, and field notes. Provisions for the treatment of human remains in the event that they are discovered are detailed below.

Lab Sorting and Analysis

After completion of excavations of an archaeological resource, materials collected will be transported to a qualified archaeological laboratory. Maintaining data integrity and information retrieval are primary goals of laboratory analysis. Toward this end, computerized inventories of artifacts and samples, provenience information, and storage boxes are maintained. Artifacts are generally cleaned and processed to the extent that attributes can be observed and recorded, without damaging the artifacts. Archival-quality storage materials are used for artifacts, photographs, and slides. Following processing and cataloging, materials are rebagged and checked out to the analysts for study.

Analysts will carry out intensive analysis of artifacts and samples recovered during the excavation. This includes lithic, faunal, pollen, phytolith, macrofossil, historical-period artifact, and chronometric analyses.

Report Preparation

A professional report will be issued detailing the findings of archaeological data recovery. The report will consist of a project background, description of field methods, results of archaeological

investigations, a geomorphological evaluation, and management recommendations. All artifacts recovered from testing will be identified and analyzed, and appropriate chapters containing this information will also appear in the report. All project-related materials will be curated at a repository meeting the state standards.

Discovery of Native American Remains and Funerary Items

V.C-4 In the event that human bone and associated funerary items are uncovered during the course of the field investigations, the following protocol will be followed per State CEQA Guidelines §15064.5(e):

1. All work in the area will be halted.

2. The Los Angeles County Coroner will be contacted in accordance with Section 7050.5(b) of the California Health and Safety Code.

3. A representative from the coroner's office will come to the site and determine whether the remains are subject to the provisions of Section 27491 of the California Government Code or other related provisions of law concerning investigation of the circumstances, manner, and cause of death, as required by Section 7050.5(b) of the California Health and Safety Code. The coroner will make this determination within two working days of notification.

4. If the coroner determines that the remains are those of a Native American, Section 7050.5(b) of the California Health and Safety Code requires that the coroner contact the Native American Heritage Commission by telephone, at (916) 653-4082, within 24 hours.

5. The Native American Heritage Commission will proceed to contact the most likely descendant (MLD) and will coordinate the final disposition of the remains with the most appropriate local Native American representative, according to the provisions of Section 5097.98 of the California Public Resources Code.

6. Copies of all correspondence regarding the discovery of human remains will be included as a confidential appendix of the data recovery excavation report, to be provided to all parties but not circulated for public review.

Accidental Discovery

V.C-5 If archeological resources of any nature should be accidentally encountered during construction activity on the project site, work shall be temporarily suspended in the immediate area of the discovery. In such case, a qualified archaeologist shall be called in to evaluate the find and to determine if it is unique as defined in Public Resources Code Section 21083.2(g). Should the find be determined to be unique, a mitigation plan specifying data recovery shall be defined and implemented. Construction may be reconvened in any area determined by the archaeologist not to adversely affect the unique archeological resources accidentally discovered.

Level of Significance After Mitigation: With implementation of the proposed mitigation measures, impacts on archaeological resources will be less than significant.

Paleontological Resources

Impacts: The Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County records search identified surficial deposits composed of terrestrial Quaternary Alluvium in the uppermost layers of soils within a one-mile radius of the project site. Since the project site and much of the surrounding vicinity has been previously graded and developed, these deposits do not likely contain significant fossils in the uppermost layers. However, at greater depths, older terrestrial Quaternary deposits that contain significant vertebrate fossils and Plio-Pleistocene marine sediments and fossil vertebrate remains have been identified within a one-mile radius of the project site. Therefore, shallow excavations on the project site will not likely encounter significant vertebrate fossils. Deeper excavations, however, could encounter terrestrial vertebrate fossils Late Pleistocene age.

Mitigation: The following mitigation measures are recommended to reduce potential impacts to paleontological resources resulting from the proposed project:

V.C-6 If unknown paleontological resources are discovered during any grading or construction activity, work will stop in the immediate area. Upon such discoveries a qualified paleontologist shall be consulted to determine the discovery's significance and, if necessary, formulate a mitigation plan, including avoidance alternatives, if feasible, to mitigate impacts. Work can only resume in that area with the approval of the project paleontologist. The paleontologist shall be selected from a list of qualified paleontologists maintained by the

Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County.

Level of Significance After Mitigation: With implementation of the proposed mitigation measures, impacts on paleontological resources will be less than significant.

Historic Resources

Impacts: A survey of the site identified a grouping of 18 buildings and two other features as a potential historic district eligible for the National Register of Historic Places, the California Register of Historical Resources, and as a City of Long Beach local landmark. Activities associated with the potential district significantly contributed to the history of the aviation industry in southern California, the war (World War II) effort and the movement to use women workers on the Home Front, and to the development and growth of Long Beach and Lakewood. The ongoing demolition activities necessitated by compliance with the mandated remediation program will remove all contributing and non-contributing resources with the potential exception of Building 15 within the Boeing Enclave, which may ultimately be demolished as part of the project. Demolition of Building 15 will not be a significant project impact because this structure does not appear individually eligible for the National Resister, California Register or local landmark designation and because upon its demolition, all other resources contributing to the potential district will already have been removed to provide for the remediation program.

Mitigation: The following mitigation measures are recommended to reduce impacts to historic resources resulting from the proposed project.

Recordation

V.C-7 Prior to the demolition of structures and features contributing to the potential historic district in compliance with the mandated remediation program, a Historic American Building Survey (HABS) Level II recordation document shall be prepared. This report shall document the history of each building within the historic district and their physical conditions, both historic and current, through site plans, historic maps and photographs, current photographs, written data, and text. The document shall include:

a. Written text documenting the history and architectural and engineering features of the property. This text should include a contextual history of Douglas Aircraft and its significant role in

American aviation and World War II, as well as its history in Long Beach and southern California. Biographical information regarding Donald Douglas and the Taylor Brothers (Edward Cray and Ellis Wing), the principal architects of the facility, should also be included. Published references related to the construction of the facility, the activities of the Douglas Aircraft Company, Long Beach Plant during the district's period of significance, and other bibliographic sources should be included as well.

b. Photographic documentation noting all exterior elevations and primary interior features. Photographs should be large format, black and white, archivally processed, taken by a professional photographer familiar with the recordation of historic buildings, and prepared in a format consistent with HABS guidelines and standards. Views shall include several contextual views, all exterior elevations, detailed views of significant exterior architectural/historical features, and interior views of significant historical/architectural features or spaces (if any).

c. Photographic copies or original prints (per HABS guidelines) of historical photographs should also be included in the HABS document.

d. A sketch floor plan on 8½" x 11" paper shall accompany each building documented.

e. Archival originals of the recordation document shall be submitted to the National Park Service for submission to the Library of Congress.

f. Archival copies of the recordation document shall be submitted to the California Office of Historic Preservation, the City of Long Beach Planning Division (the City's Neighborhood Preservation Officer), City of Long Beach Main Public Library, the Long Beach Heritage, the Historical Society of Long Beach, and the Boeing Company Historical Archives-Cerritos location.

Educational and Interpretative Programs

V.C-8 To assist the public in understanding the history of the Long Beach facility, an on site interpretive program display or other photographic and textual representation shall be created and shall be available to

the general public. This educational program should include information specific to the facility's contribution to the history of the aviation industry in southern California, the war (World War II) effort and the movement to use women workers on the Home Front (Rosie the Riveter), and in the development and substantial growth of the Long Beach and Lakewood areas. Such interpretive programs may be in the form of commemorative signage and/or plaques; historical photographs; models; and/or published information such as brochures, videos, electronic media, etc. Materials such as those in the interpretive exhibit that were displayed at the Boeing Long Beach facility in the Boeing Realty Company Visitor's Center (Building 1) could be used to satisfy this mitigation measure, incorporated on site into the overall design of the proposed project, and maintained regularly.

Cumulative Impacts: Implementation of the proposed project, together with related projects in the region, could contribute to the progressive loss of, and irretrievable loss of access to, potential archaeological resources. The project's contribution to that loss is difficult to evaluate since the existence and significance of as yet undiscovered artifacts are not known. However, implementation of relevant preservation laws regarding the protection of archaeological resources will reduce the cumulative impact to a less then significant level.

Similar to archaeological resources, cumulative development could result in the progressive and irretrievable loss of access to potential paleontological resources, the project's contribution to which cannot be assessed since the existence and significance of as yet undiscovered fossils cannot be predicted. However, implementation of regulations regarding the protection of paleontological resources will reduce cumulative impacts associated with such resources to a less than significant level.

The potential historic district appears eligible for the National Register, California Register, and local designation. The demolition of the buildings and features contributing to the identified potential historic district on-site as part of the mandated and ongoing soil and groundwater remediation program (Related Project No. 44) will result in a substantial adverse change in the significance of this historical resource. The site will no longer retain its historic integrity due to the loss of materials, workmanship, feeling, association, design, setting, and location. This change will result in a significant and unavoidable effect on the environment. To the extent that Building 15 is removed as part of the project, the project will contribute to a significant cumulative impact on historic resources. Even with the recommended mitigation measures, cumulative impacts on historic resources will be considered significant and unavoidable.

D. GEOLOGY AND SOILS

Impacts: As the site is relatively flat and grading and construction will occur entirely in areas previously graded and/or developed, project implementation will not result in landslides or unstable soil conditions that will expose people, property, or structures to an increased risk of hazard or damage. With implementation of appropriate construction techniques, project implementation will result in less than significant impacts associated with erosion. The proposed project will also be constructed in accordance with State and local regulations governing grading and site design. Furthermore, detailed geotechnical studies will be prepared for each building to be constructed to minimize potential geological impacts. Thus, project impacts relative to grading and site design implications will be less than significant.

No known active or potentially active faults pass directly beneath the project site, and the site is not located in a known fault hazard zone. However, known regional active faults (i.e., the Newport-Inglewood, Compton Thrust, Palos Verdes, Elysian Park Thrust, and Whittier Faults) could produce significant ground-shaking at the project site. Therefore, similar to development throughout southern California, implementation of the proposed project will result in exposure of the on-site residents and employees to a degree of seismic hazard risk. Other potential impacts associated with seismic activities that could occur on the site include liquefaction. However, the project will be constructed in accordance with California Building Code and Municipal Code requirements, and will be required to prepare geotechnical studies for each building on the project site in accordance with the CGS *Special Bulletin 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California*. With implementation of these regulatory requirements, project impacts associated with the exposure of on-site populations, property, or structures to seismic hazards will be less than significant.

Mitigation: The following mitigation measures are recommended to ensure that potential seismic-related impacts will be less than significant:

V.D-1 In accordance with the City of Long Beach Municipal Code and the Lakewood Municipal Code, the Applicant shall prepare a geotechnical study specific to each building to be constructed as part of the project as well as to the specific site within the project site proposed to be developed. The geotechnical study shall evaluate seismic hazards, including the potential for liquefaction, to a level of detail sufficient to satisfy the California Department of Conservation, California Geological Survey, the California Building Code, and the UBC.

V.D-2 Grading plans shall be designed such that the final grades on-site are compatible with the grades of the adjacent streetscape to prevent soil erosion from flowing off-site.

Level of Significance After Mitigation: With implementation of the mitigation measures, impacts associated with grading, site design, and seismicity will be less than significant.

Cumulative Impacts: The simultaneous development of the PacifiCenter project and related projects will not result in cumulatively significant impacts associated with grading and site design, or seismic hazards since each project will comply with the California Building Code, UBC, and Municipal Code requirements for grading and local building regulations; project-specific geotechnical recommendations by certified geologists and geotechnical engineers; and the measures set forth in Section V.E., Hazards and Hazardous Materials, of the Draft EIR and in the Risk Management Plan.

E. HAZARDS AND HAZARDOUS MATERIALS

Impacts: Due to the types of historic and current uses at the site, and the age of the existing buildings, certain potential hazards have been identified that may affect the phased redevelopment of the project site, including asbestos, lead-based paint, underground storage tanks, seismic hazards, remediation of contaminated groundwater and soils, and hazardous material storage, use and transport. Gas and oil wells are also located in the project area. In addition, potential aviation related hazards are present in the area due to the proximity of the Airport.

In accordance with SCAQMD Rule 1403 and federal regulations applicable to demolition activities, pre-demolition building surveys must be performed to identify regulated asbestos-containing building materials (ACBM) and such materials must generally be removed prior to building demolition by certified asbestos containment contractors. Compliance with legal requirements for this ongoing ACBM abatement and related demolition work will continue to assure that Boeing employees elsewhere in the facility, and members of the public living or visiting nearby, will not be exposed to any airborne asbestos hazard.

Lead-based paint will be treated in accordance with CCR Title 8, Section 1532.1, which provides for exposure limits, exposure monitoring, and respiratory protection and mandates good working practices by workers exposed to lead. Lead-contaminated debris and other wastes must also be managed and disposed of in accordance with applicable provisions of the California Health and Safety Code. Compliance with these legal

requirements will continue to assure that Boeing employees elsewhere in the facility, workers and occupants of the PacifiCenter project, and members of the public living or visiting nearby, will not be exposed to any hazards associated with lead-based paint debris and materials.

Both of the USTs that remain on site will be removed either prior to or in conjunction with the demolition work for the former industrial areas of the project site. These USTs as well as any previously unidentified USTs that may be encountered during the ACER program will be removed in accordance with applicable Federal, State, Los Angeles County Department of Public Works (LACDPW) Environmental Programs Division, and the Long Beach Fire Department regulatory requirements, as appropriate. Therefore, no significant impacts associated with USTs will occur as a result of the project.

During construction and operation of the PacifiCenter project, hazardous materials will be used, handled, stored, and disposed of in accordance with applicable government regulations and standards. In addition, a Risk Management Plan (RMP) will be developed by the Applicant to assure that such measures are fully protective of the health and safety of new residents and employees at PacifiCenter.

The closest oil field to the project is the Long Beach Airport Oil Field located approximately 0.2 mile southwest of the site and the nearest oil well is located over 0.3 mile southwest of the site. Due to this distance, the Long Beach Airport Oil Field and oil wells in the vicinity of the project will not pose a hazard to the project site. Also due to this distance, the potential for migration of methane from the Long Beach Airport Oil Field to the project site in quantities sufficient to present a potential hazard at the site is considered minimal.

In coordination with LARWQCB, Boeing is implementing an ongoing comprehensive environmental assessment and remediation program to clean up historic chemical releases to soil and groundwater from former industrial activities on the project site. This remediation program is mandated by LARWQCB Order and must be completed independent of the ultimate redevelopment of the project site. Former industrial buildings and ancillary structures are being demolished and shallow soils are being remediated, where necessary in accordance with the LARWQCB requirements. This component of site remediation program is being completed in phases that have been identified in the ACER program approved as part of the ongoing remediation work required under the LARWQCB Order. As discussed in Section V.E, Hazards, regulatory approval for “No Further Action” (NFA) and closure for soils in areas representing approximately 80 percent of the site has been received from the LARWQCB and regulatory approval of NFA for soils in the remaining areas of the site is expected shortly. LARWQCB verification of the

completion of the required components of remediation work is required before the Applicant obtains permits to construct new buildings as part of the project. It is anticipated that potential groundwater remediation efforts will occur over a longer period of time due to the geologic and technical constraints associated with groundwater remediation programs. This ongoing activity will necessitate the installation of subsurface and limited surface cleanup equipment and structures. This cleanup related equipment will not affect or be accessible to new residents or employees at PacifiCenter.

With regard to Airport safety, the PacifiCenter project has been specifically designed in conformance with the Federal Aviation Administration (FAA) safety requirements set forth in Federal Aviation Regulations (FAR) Part 77, and with the Los Angeles County Comprehensive Airport Land Use Plan (ALUP) safety policies. As discussed in the Report on Potential Hazards Related to the Long Beach Airport Operations presented in Appendix J, to evaluate potential safety impacts to persons on the ground, the Caltrans Handbook was used as the primary reference as it provides the most up-to-date, comprehensive source for compatibility assessment. Most of the uses proposed as part of the PacifiCenter project will be compatible with the safety zone guidelines identified within the Caltrans Handbook. In addition, when accounting for several factors including the current and future operations of the Airport, and with implementation of the mitigation measures provided herein, the project will not result in a significant impact associated with the risk exposure to aircraft operations that will cause a safety hazard for people residing or working in the PacifiCenter project area.

Mitigation

In addition to the proposed project features, the following mitigation measures are recommended to ensure that project impacts relative to hazards and hazardous materials are less than significant:

V.E-1 Prior to constructing new buildings in an Environmental Investigation Area (EIA), obtain LARWQCB confirmation that the required demolition and soil remediation work has been completed as required by the ACER program, and that the EIA is suitable for redevelopment (LARWQCB Completion Notice).

V.E.-2 Complete a Risk Management Plan (RMP), to remain in place and effective during the construction of new buildings and after project development, until the site has been remediated as required by the CAO, that includes the following:

- Develop and record all required environmental disclosures, covenants and restrictions relating to historical impacts to soil and groundwater, including residual conditions or restrictions that may remain in place in some areas during or after full implementation of the LARWQCB Order.

- Develop and implement a consolidated Health and Safety Plan (HSP) for redevelopment construction workers that includes all required elements to assure worker protection in relation to soil and groundwater conditions on the project site. Provide the RMP, including this HSP, to construction contractors and sub-contractors and require compliance with the HSP in all construction contracts that include work scopes likely to require contact with subsurface soils or groundwater.

- On EIAs for which there has been no LARWQCB Completion Notice as of the commencement of redevelopment construction activities, limit access with adequate fencing or other barriers to protect new residents and employees at PacifiCenter. Identify and implement risk management measures within EIAs that are adjacent to or may otherwise affect completed redevelopment areas, including a routine inspection program to assure that such measures are being implemented.

- On EIAs for which groundwater or deeper-soil remediation work is planned or ongoing as of the commencement of constructing new buildings, identify and implement risk management measures for the management of impacted soils and groundwater, and for the installation and operation of remediation equipment and processes, that are fully protective of the health and safety of the public and PacifiCenter residents and employees, including a routine inspection program to assure that such measures are being implemented. At minimum, such measures shall include compliance with all applicable federal, state and local laws and regulations.

- Identify and implement risk management measures for managing demolition debris, including debris containing asbestos materials or lead-based paints, to assure are fully protective of the health and safety of the public and PacifiCenter residents and employees, including a routine inspection program to assure that

such measures are being implemented. At minimum, such measures shall include compliance with all applicable federal, state and local laws and regulations.

- Identify and implement accident prevention and control measures for demolition and remediation activities, and for ongoing operations within the Boeing Enclave, that are protective of the health and safety of the public and PacifiCenter residents and employees, including a routine inspection program to assure that such measures are being implemented. At minimum, such measures shall include compliance with all applicable federal, state and local laws and regulations.

- Identify and implement standards for imported soils and compaction materials to assure that such fill materials are fully protective of human health and the environment, and require contractors responsible for imported fill to meet these standards.

- Identify and implement project design features that may be used to minimize impacts to ongoing or planned remediation work in project area groundwater or soils, including, for example: (a) landscaping features that will not require excessive quantities of water thereby avoiding interference with groundwater areas requiring remediation; (b) building features that may minimize the potential for migration of soil vapors into occupied indoor areas; and (c) land plan elements that are consistent with planned longer-term remediation efforts.

The following mitigation measures are recommended to reduced project impacts relative to hazards to less-than-significant levels:

V.E-3 In accordance with FAA requirements, prior to commencement of construction of any building, the construction sponsor shall file Form 7460-1, Notice of Proposed Construction or Alteration, with the appropriate regional FAA office for airspace review.

V.E-4 Prior to execution of a “through-the-fence” agreement for a proposed aviation-related use, the proposal shall be submitted to the Airport for review and approval and the Airport will consult with the FAA.

V.E-5 No building(s) shall be constructed in the Runway Protection Zones (RPZs) designated by the Airport Layout Plan.

V.E-6 The following measures shall be implemented to reduce the risk of exposure to airport-related hazards associated with aircraft operations on Runway 16L/34R:

- Provide street alignment and landscaping along the extended runway centerline;
- Locate automobile parking, in the commercial areas, adjacent to the extended runway centerline so as to reduce the building coverage in that area;
- Utilize construction that would limit small aircraft penetration in the Inner Safety Zone and Inner Turning Zones;
- Avoid concentrations of people near extended runway centerline and runway end by locating elements such as streets, setbacks, parking, and landscaping, near extended runway centerline and runway end;
- Avoid concentrations of people that are not shielded by structure from aircraft penetration in the Inner Safety and Inner Turning zones by locating primarily buildings within the Inner Safety and Inner Turning zones rather than developing areas where people would congregate (i.e., amphitheaters, band stands); and
- Comply with the Federal Aviation Regulations, Part 77 height limits.

V.E-7 The following measures shall be implemented to reduce the risk of exposure to airport-related hazards associated with aircraft operations on Runway 25R/7L:

- Provide street alignment and automobile parking to reduce land coverage in areas nearest the runway operating areas;
- Utilize construction that would limit small aircraft penetration in the Inner Safety Zone and Inner Turning Zone;

- Avoid concentrations of people that are not shielded by structure from aircraft penetration in the Inner Safety Zone and Inner Turning Zones, by locating primarily buildings within the Inner Safety and Inner Turning zones rather than developing areas where people would congregate (i.e., amphitheaters, band stands); and

- Comply with the Federal Aviation Regulations, Part 77 height limits.

Level of Significance After Mitigation: With implementation of the project features and the recommended mitigation measures, impacts relative to hazards and hazardous materials will be less than significant.

Cumulative Impacts: Most of the facilities within the vicinity of the site that pose a potential threat are listed in the applicable databases as leaking UST sites. Two service stations have posed a potential impact on the site. One is being remediated by the previous property owner, who remains responsible for such remediation. Disposition of this property to Boeing Realty Corporation or other development entity may be completed as part of the project. As with other remediation efforts, any contamination will be remediated to levels that present no significant human health risk for future uses, in accordance with the appropriate regulatory agency. Records relating to the second site show that eight USTs have been removed from the site, with no indication of soil or groundwater contamination, and the Long Beach Fire Department granted closure of the site. There are also several other sites in the area that have had chemical releases that have impacted the groundwater and could have impacted the PacifiCenter site. To the extent that these off-site properties could have impacted the PacifiCenter site, the separate and ongoing on-site remediation program is designed to address and remedy these off-site sources of potential hazards or hazardous materials.

Boeing has implemented a comprehensive environmental assessment and remediation program for the project site. These efforts are being coordinated with LARWQCB and will occur regardless of whether the PacifiCenter project occurs. The remediation program is the only ongoing or future planned significant remediation project in the immediate vicinity of the project site that will involve the handling of significant quantities of hazardous wastes and materials. Regardless, any future development in the vicinity, including nearby related projects (Related Project Nos. 6, 12, 77, 82, 85, 86, etc.) will also be subject to a wide range of Federal, State, and local regulations pertaining to hazards and hazardous materials, which will assure that there will be no adverse impacts from such projects to the PacifiCenter site. Moreover, development of the PacifiCenter

project, including implementation of the project features and mitigation measures proposed as part of the project, will not add incrementally to a cumulative impact relative to hazards and hazardous materials. The ongoing remediation program required by the Cleanup and Abatement Order will result in a substantial net benefit to soil and groundwater quality, and the RMP (discussed below) will further ensure the health and safety of the site's future residents and employees during the phased redevelopment and remediation of the site. As such, cumulatively significant impacts associated with hazards and hazardous materials will not result from implementation of the project.

As it relates to airport safety issues, the proposed Airport improvements (Related Project No. 77), which involve 43,000 square feet of building improvements, and a 4,000 space parking garage, can be reasonably expected to provide the same level of safety as exists currently in accordance with FAA safety regulations, the Los Angeles County ALUP, and Caltrans Handbook guidance. As discussed above, PacifiCenter has been designed in conformance with relevant FAA and ALUP regulations. Additionally, as discussed in Appendix J, when accounting for current and future operations at the Airport (which is projected to accommodate projected growth to 3.8 million annual passengers), and with implementation of the project mitigation measures provided below, a significant impact associated with the risk of exposure to aircraft operations causing a safety hazard for people residing or working in the PacifiCenter project area will not occur. Cumulative safety impacts will be less than significant.

F. HYDROLOGY

Impacts: The project will include the introduction of landscaped areas that will increase the amount of pervious surface area within the project site. As such, when compared with recent conditions on the site prior to the initiation of demolition activities associated with the remediation program in January 2003 within a portion of the site, the project will result in a decrease in the amount of stormwater runoff generated on-site, resulting in a beneficial impact. In addition, improvements to the existing storm drain system proposed as part of the project will result in a beneficial impact as such improvements will replace the aging system that currently serves the project site. In addition, the project will not substantially increase the rate or amount of surface runoff in a manner that will result in substantial erosion or siltation on- or off-site or in flooding on- or off-site. However, since the existing downstream double RCB culverts are not adequate for existing or project storm flows, the project will contribute runoff water that will exceed the capacity of existing and planned stormwater drainage systems. Despite the reduction in stormwater flows under the project, similar to existing conditions, the excess site-generated runoff that cannot be accommodated by the double culverts will flow over land

to the Airport property to the south, then easterly to Lakewood Boulevard. Thus, a significant hydrology impact will occur.

The Flood Insurance Rate Map prepared by FEMA currently indicates that a portion of the project site is located within the 100-year floodplain. However it has been determined that this mapping is incorrect and, as a result a Conditional Letter of Map Revision (CLOMR) is currently being considered to remove this portion of the project site from the map. Therefore, no significant impacts associated with the placement of housing or structures within a 100-year floodplain will occur.

Mitigation

Development of the proposed project will result in significant hydrology impacts. Thus, the following mitigation measures will be required:

V.F-1 On-site drainage system improvements shall be completed in accordance with the requirements of the Los Angeles County Department of Public Works and shall be coordinated with PacifiCenter development and on-site street improvements.

V.F-2 All new on-site storm drains shall be sized to convey a 25-year storm event with the combined capacity of each storm drain and street right-of-way accommodating a 50-year storm event.[8]

Level of Significance After Mitigation: Although the project will result in a net reduction in flows in the area, the existing double RCB culverts under Lakewood Boulevard are not adequate for the storm flows generated from the project site, as is the case with existing flows to these RCBs. Given the size and length of these facilities, measures to mitigate the capacity shortage are infeasible. Therefore, a significant and unavoidable impact relative to hydrology will occur.

Cumulative Impacts: The geographic area for the cumulative analysis of hydrologic impacts is defined as the 1,521-acre watershed in which the project site is located. The area that encompasses this watershed is built out. Approximately seven related projects (Related Project Nos. 6, 12, 44, 50, 57, 61, and 75) are located within the watershed. No land use changes that will substantially increase the amount of impervious surface are expected, as any changes in land uses associated with the related projects will

[8] *Except in a sump condition, in which drain(s) will be designed to convey a 50-year storm event.*

consist of redevelopment of previously developed sites. Although the project will decrease the amount of runoff originating from the PacifiCenter site when compared with recent conditions, site-generated runoff will continue to exceed the capacity of the double RCB culverts under Lakewood Boulevard, and a significant project impact will occur. Any of the related projects located within the 1,521-acre watershed could also generate stormwater flows that contribute to the capacity shortage of the double RCB culverts. As such, implementation of the proposed project in combination with the related projects will result in a significant cumulative impact.

G. WATER QUALITY

Impacts: There are no surface water bodies or wetlands located on the project site. The project site is located within the Los Angeles River Watershed. In addition, underlying the project site and vicinity are sediments within the Central Groundwater Basin that extend to depths of over 1,250 feet below land surfaces forming a sequence of aquitards and aquifers.

Construction

Surface Water

Grading activities associated with project construction will temporarily increase the amount of suspended solids from surface flows derived from the project site during a storm event due to erosion of exposed soil. In addition, due to on-site watering activities utilized to reduce airborne dust, construction could contribute marginally to increased sediment loading of surface runoff during dry weather conditions. National Pollution Discharge Elimination System (NPDES) permits will be obtained during construction as part of the mass grading and backbone infrastructure, and as part of the specific development site construction activities. These permits will require that Stormwater Pollution Prevention Plans (SWPPPs) be developed and implemented. The SWPPPs, will include Best Management Practices (BMPs) and erosion control measures. With implementation of NPDES and local regulations, proposed construction activities will not degrade the surface water quality of receiving waters to levels below standards considered acceptable by the LARWQB or other regulatory agencies or impair the beneficial uses of the receiving waters. In addition, construction of the project will not result in a violation of any water quality standards or waste discharge requirements and will not otherwise substantially degrade water quality. Therefore, construction-related impacts to surface water quality will be less than significant.

Groundwater

Construction activities could require excavation of up to 20 feet below ground surface during removal of existing foundations and during pile driving activities. Implementation of these construction activities could involve dewatering. Short-term NPDES permits for discharge of groundwater to the storm drain will be obtained for construction dewatering, if necessary. The project will comply with all permit requirements during these activities. As such, implementation of construction activities as a result of the proposed project will not degrade groundwater quality, and impacts will be less than significant.

Operation

Surface Water

The Boeing Enclave facility will continue to operate for a number of years as the PacifiCenter site is developed and will continue to generate fuel, solvents, coatings, hydraulic fluids and oils. This facility will continue to operate under the storm water monitoring program developed for its current NPDES wastewater discharge permit number 6116. The operation of the PacifiCenter project will not interfere with those requirements. Operation of the proposed project will produce pollutants typically associated with urban uses, such as oil and grease, metals, fertilizers, pesticides, dirt from landscaped areas, and litter. Constituents in the project's post-development runoff will be significantly less than existing conditions due to the reduction in industrial use of the PacifiCenter site and the proposed stormwater treatment system. In addition, the Applicant and subsequent property owners will be required to comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements during the operational life of the project. Such requirements will include source control BMPs, treatment control BMPs, requirements regarding erosion control, and BMP maintenance. As part of these requirements, post-construction structural or treatment control BMPs designed to infiltrate or treat the volume of runoff produced from a 0.75-inch storm event prior to its discharge to a storm water conveyance system will also be implemented. Therefore, runoff contaminants generated by the operation of the PacifiCenter project will not violate any water quality standards or waste discharge requirements, impair the quality of receiving surface waters, impair the beneficial uses of the receiving waters, or otherwise substantially degrade water quality. Thus, impacts to surface water quality associated with operation of the project will be less than significant.

Groundwater

Implementation of the PacifiCenter project will generate a demand for water that will include the use of municipal groundwater supplies, potentially including groundwater form the active groundwater wells located within a one-mile radius of the project site. However, the City of Long Beach Water Department has indicated that adequate water supplies exist. In addition, project components will not involve the installation of groundwater production wells. Moreover, the reduction in impervious area, when compared with historic and recent site conditions, will increase the groundwater recharge potential from storm water infiltration. As such, the operation of the PacifiCenter project will not substantially deplete groundwater resources or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level and impacts will be less than significant.

Mitigation

Although the project will not result in significant impacts associated with the degradation of surface water quality and groundwater quality, the following mitigation measures are provided to ensure that construction and operation of the PacifiCenter project will comply with applicable water quality regulations.

V.G-1 In accordance with the federal NPDES program, construction of the PacifiCenter project shall comply with NPDES permit requirements for water discharged during mass grading and backbone infrastructure construction activities. As part of these requirements, a SWPPP and monitoring plan shall be developed and implemented that shall identify appropriate BMPs to reduce and/or to eliminate pollutant loadings to storm water runoff.

V.G-2 The various separate development sites within the PacifiCenter property shall be required to secure a separate NPDES construction permit and prepare a site-specific SWPPP as they are developed if they are greater than one acre. Each individual development shall provide storm water controls prior to issuance of a building permit by the appropriate department of the Cities of Long Beach and Lakewood. Development on sites that are greater than one acre shall file an approved SWPPP plan with the respective City and the LARWQCB.

V.G-3 In accordance with RWQCB requirements and local regulations, a Standard Urban Storm Water Mitigation Plan (SUSMP) (or separate

SUSMPs) shall be developed and implemented during the operational life of the project. The SUSMP requirements shall include post construction structural or treatment control BMPs designed to mitigate (infiltrate or treat) the volume of runoff produced from a 0.75-inch storm event prior to its discharge to a storm water conveyance system. Part of the SUSMP requirements to be implemented shall include provisions for storm drain stenciling and signage[9], the proper designation of outdoor material storage areas, and provisions for proof of ongoing BMP maintenance. For facilities located within the public right-of-way, a maintenance agreement between the applicant and the appropriate City shall be developed, and Covenants, Conditions, and Restrictions (CC&Rs) shall be developed for private water quality controls.

Level of Significance After Mitigation: With incorporation of mitigation measures to ensure compliance with water quality regulations and implementation of the project features regarding water quality, the project will not degrade the surface water quality of receiving waters to levels below standards considered acceptable by the LARWQCB or other regulatory agencies, impair the beneficial uses of the receiving waters, violate any water quality standards or waste discharge requirements, degrade the groundwater quality to levels below standards considered acceptable by the LARWQCB or other regulatory agencies or substantially deplete groundwater supplies, or interfere substantially with groundwater recharge.

Cumulative Impacts: The geographic area for the cumulative analysis for surface water quality is defined as the 1,521-acre watershed area, and for groundwater quality is defined as the Central Groundwater Basin. The 1,521-acre watershed area and the area overlying the Central Groundwater Basin are primarily developed and the new development will generally consist of the redevelopment of previously developed sites. New development that may occur within these areas will not substantially alter the runoff and pollutant loading characteristics of existing development. In addition, groundwater remediation efforts, such as the ongoing soil and groundwater remediation program (Related Project No. 44) at the PacifiCenter site, that are planned or underway throughout the Basin will ultimately have a beneficial impact on groundwater quality. Similar to the proposed project, any related projects will be subject to NPDES permit requirements and RWQCB regulations. Thus, such related projects will not contribute to cumulative impacts. With incorporation of project features and compliance with all applicable federal, State,

[9] *With regard to stenciling, the City of Long Beach requires that the contractor/developer use the City's Standard Plan Non 636, "Catch Basin Stencil."*

and local regulations associated with surface water quality and groundwater quality, the proposed project will not contribute to cumulatively significant impacts.

H. LAND USE AND PLANNING

Impacts: The project site is located within the jurisdiction of the Cities of Long Beach and Lakewood. The site is within an urban area and is surrounded by a variety of land uses, including aviation, office, industrial, recreation, residential, and educational uses. In recent years the occupancy of the site's five million square feet of permitted useable floor has dropped dramatically as a result of the decline in the aerospace industry. In addition, demolition activities are currently underway in conjunction with a mandated soil and groundwater remediation program and will result in the removal of much of the on-site development. Most of the remaining occupied area of the site is located within the western 48-acre portion of the site immediately adjacent to the Airport, which is referred to as the Boeing Enclave.

All of the proposed uses will not be fully consistent with the existing land use designations of the site. Text amendments are proposed to LUD No. 7 to clarify that residential uses may be appropriate with industrial development under certain circumstances. Amendments are also proposed to the Land Use map to change the LUD 12 designation in the southern portion of the site to LUD 7. Graphics and text amendments regarding the Long Beach Airport Activity Center are also proposed to more accurately reflect existing conditions and to allow a greater mix of uses. A Development Agreement is also proposed for the project.

The PacifiCenter project, including the mix and intensity of uses, will be consistent with the applicable goals and objectives set forth in the amended Land Use Element of the City of Long Beach General Plan as well as the goals and action steps in the City's Strategic Plan 2010. The project will create an activity center on the site through the proposed mix and intensity of uses and will create a place where a concentration of urban activity will exist in support of the City's goals. The proposed R&D, light industrial, residential, retail, hotel, office, and aviation-related and ancillary uses will result in a unique character and interest on the project site consistent with the objectives for creating a major activity center.

The proposed Planned Development (PD) -32 ordinance will establish development standards for the use and development of the project site as proposed. With the adoption of the proposed PD-32 ordinance and the rezoning of the site from PD-19 to PD-32 Zone the project will be consistent with the City of Long Beach Zoning Ordinance.

With regard to the portion of the site within the City of Lakewood, the project will comply with the City's General Plan and Redevelopment Project Area III Plan since the project will result in the redevelopment of the 23 acres within the City of Lakewood. Such redevelopment will eliminate conditions of blight and deterioration, encourage new private sector investment, create new job opportunities, and facilitate the installation and expansion of required public infrastructure, utilities, streets, and landscaping, in accordance with the goals of the Redevelopment Plan. The project will comply with the City's Zoning Ordinance with regard to uses and development standards. A Conditional Use Permit may be required if a park is located within the City of Lakewood. As such, the project will comply with the City of Lakewood policies and ordinances.

The proposed project will be consistent with the Airport layout plan and the County Comprehensive Land Use Plan. Specifically, the proposed project will comply with the County's Land Use Compatibility Table, the RPZ zones and the FAA regulations regarding height limits.

The proposed project will be consistent with the Metropolitan Transportation Authority Congestion Management Plan for Los Angeles County through the implementation of the proposed TDM program that will serve to reduce project trips affecting the regional circulation system. In addition, the PacifiCenter project is supportive of the concepts and policies contained within the Southern California Association of Governments Regional Comprehensive Plan and Guide by transforming the project site into an activity center and sustainable community. As discussed in Section V.B, Air Quality, the project will also be consistent with the South Coast Air Quality Management District Air Quality Management Plan. Therefore, the proposed project will be consistent with regional land use policies.

The PacifiCenter project will be compatible with the surrounding land uses due to the proposed placement and orientation of the uses on the site. The location of housing along Carson Street will be compatible with the residential and recreational uses to the north and northwest. The location of Commercial uses adjacent to Lakewood Boulevard will be compatible with the existing commercial and industrial uses to the east across Lakewood Boulevard. The Commercial land use area which abuts the Lakewood Country Club Golf Course to the west will be compatible with this open space use in light of the proposed setbacks, maximum building heights, and the building restriction zone which encompasses much of this area. Similarly, the Commercial land uses along the southern portion of the site will be compatible with the adjacent Airport land use based on the uses, building height limitations, and densities proposed within this area of the site, as well as compliance with building restriction zones. Therefore, the project will not create an

incompatible interface between the surrounding area and the physical and/or operational characteristics of the proposed uses.

The uses are also distributed on the site to provide internal on-site compatibility through the orientation and placement of buildings, the distances between structures, and the buffers created by streets and landscaping. Residential uses will be buffered from non-residential uses on-site both physically and with setbacks. The project, therefore, will not result in land uses that are internally incompatible.

Mitigation

To ensure that land use impacts are reduced to a level of less than significant, the following mitigation measures are recommended relative to land use:

V.H-1 Uses within the project site shall be limited to those set forth by the Planned Development-32 District for the City of Long Beach portion of the site and by the M-2 Zone for the City of Lakewood portion of the site.

V.H-2 Warehouse uses shall not abut residential uses and shall be limited to the PCC-1 and PCC-2 Commercial Use areas as an accessory use within the City of Long Beach. Such uses shall be dependent upon the principal use for the majority of its use or activity.[10]

V.H-3 Amendments to the City of Long Beach Land Use Element and map, Transportation Element, Noise Element and Noise Ordinance as well as the zoning for the site shall be approved prior to project approval.

Mitigation measures in Section V.A, Aesthetics are also proposed to mitigate potential land use impacts. These measures include V.A-1 through V.A-5, and V.A-8 through V.A-11. In addition, mitigation measures V.I-14 and V.I-17, listed in Section V.I, Noise, are also proposed to mitigate potential land use impacts.

Level of Significance After Mitigation: Significant and unavoidable impacts relative to project consistency with applicable land use regulations and land use compatibility will not occur with the incorporation of the Project Features and mitigation measures.

[10] *This mitigation measure has been revised in the MMRP to reflect the Douglas Park plan.*

Cumulative Impacts: The geographic area for the cumulative analysis of land use includes the Cities of Long Beach, Lakewood, and Signal Hill. In general, the local and regional land use plans discussed above recognize the need for redevelopment of many of the older industrial and commercial areas within the Cities of Long Beach and Lakewood. Like the proposed project, the related projects are expected to be developed in accordance with relevant land use plans and regulations. In addition, each of these projects that involve some form of discretionary action by the applicable local agency will be subject to the project and permit approval process and will incorporate any mitigation measures necessary to reduce potential land use impacts. Consequently, significant cumulative land use impacts will not occur.

I. NOISE

Noise

Impacts: The project site and nearby vicinity are primarily exposed to noise generated by traffic on the surrounding roadways and freeways, noise generated by operations at the Airport including aircraft takeoffs and landings, noise generated by engine testing at Boeing's engine run-up area and noise generated by the separate and ongoing remediation efforts pursuant to the LARWQCB Cleanup and Abatement Order 95-048.

Existing L_{eq} levels at the receptor locations adjacent to roadways in the vicinity of the project site range from 68.0 to 75.1 dBA during the peak traffic hours, and from 64.0 to 73.5 dBA during the off-peak hours.

The project site and surrounding vicinity will be exposed to noise generated by intermittent construction activities associated with the proposed project and vehicular traffic from the project. On-site uses may also be exposed to noise impacts from the proposed 66 kV substation.

The residences located to the north of the project site along Carson will occasionally experience construction noise levels of 70 dBA (hourly Leq) during the heaviest periods of construction. If pile driving is required in the northern section of the project site along Carson Street, nearby residences could experience maximum noise levels of 84 dBA. As the worst-case hourly Leq exceeds ambient noise levels by more than the 5 dBA incremental significance threshold, construction of the proposed project will result in a substantial temporary or periodic increase in ambient noise levels in the project

vicinity and a significant impact to off-site sensitive receptors without incorporation of mitigation measures.

Since proposed residential areas may be constructed prior to project buildout, on-site sensitive receptors could be located as close as 75 feet from a construction zone and will therefore occasionally experience construction noise levels as high as 83 dBA. If pile driving is required on-site, sensitive receptors could experience maximum noise levels of 98 dBA. These noise levels will be considerably higher than ambient noise levels. As the worst-case hourly L_{eq} will be more than the 5 dBA incremental significance threshold, the proposed project will result in a significant impact to proposed on-site sensitive receptors without incorporation of mitigation measures. However, such noise levels will be experienced for short-durations as only portions of the project site will be under construction at any one time.

Compared with the future without project conditions, the increase in future predicted CNEL with ambient growth plus project development and all traffic mitigation will be a maximum of 4.3 dBA for all off-site roadway segments and will be less than the 5 dBA significance threshold, with the exception of Conant Street east of Lakewood Boulevard (Roadway Segment No. 8), which will increase by 7.0 dBA. This roadway segment is bordered by parking facilities and the Boeing 717 Assembly Facility. While noise levels associated with project traffic at this roadway segment will result in a significant and unavoidable impact, no sensitive receptors will be impacted. In addition, increased heavy duty truck trips associated with potential warehouse uses as accessory uses will not create significant impacts or significantly exacerbate the impact at Conant Street east of Lakewood Boulevard. An additional analysis was completed for A Street located within the western portion of the site as this street may be located farther to the north and adjacent to the Lakewood Country Club Golf Course (in the vicinity of where Cover Street is currently located). Given the low level of traffic that currently travels on this segment, mobile noise levels were predicted to increase by 18.7 dBA. However, this roadway segment is bound by the Airport to the south and a golf course to the north, and, therefore no sensitive residential receptors will be impacted. Nonetheless, noise levels associated with project traffic at this roadway segment will result in a significant and unavoidable impact.

Residential uses and associated outdoor recreational areas proposed within the PacifiCenter site will be outside of the 65 CNEL contour produced by landing and takeoff activity at the Airport, which is based on the future maximum-expected operating scenario allowed by LBMC Chapter 16.43. Therefore, with incorporation of project features to reduce noise levels at residential uses, noise impacts from airport operations upon “incompatible” land uses such as residential development and associated outdoor

recreational areas will be less than significant since these uses will be exposed to appreciably lower noise levels cited by California Code of Regulations Title 21, FAA Guidelines and LBMC policy.

While the MD-80 and A-320 commercial jet departures are the most common air carrier departure operations, other aircraft will generally produce less noise, while some may on occasion be louder. The SENEL exposure for the proposed residential uses within PacifiCenter located closest to the Airport from the louder typical MD-80 departure could be as high as 90 SENEL, which with typical residential outside-to-inside modern construction noise insulation will yield an internal 65 SENEL. Although there is no established significance threshold for SENEL, the low probability of awakening from a typical MD-80 departure coupled with the fact that the Airport has a curfew, indicates a low possibility of such sleep disruption.

Noise levels associated with operation of the on-site aviation-related uses will comply with LBMC requirements and will be less than significant.

Boeing will continue to conduct engine run-up tests for newly manufactured C-17 and 717 aircraft in the Boeing Enclave. Based on the maximum noise levels measured during C-17 and 717 engine run-up tests, and the distance of the proposed residential uses, maximum noise levels from the C-17 and 717 will be 83 dBA (L_{max}) and 88 dBA (L_{max}), respectively. Based upon the specified noise insulation that will be required for the proposed residential buildings, the maximum internal noise level in a residential unit attributable to the C-17 and 717 will be approximately 58 dBA (L_{max}) and 63 dBA, respectively. This is a relatively low noise level that will not be expected to significantly interfere with typical speech communication or activities taking place indoors Given the relative infrequency of these engine run-up tests, together with the fact that the associated single event noise levels measured for the C-17 and 717 are less than that generated by a typical MD-80 departure, it is reasonable to rely upon the published CNEL contours for the Airport in order to assess the potential noise impact upon the residential components of the PacifiCenter project. Therefore, as residential development and associated outdoor recreational areas will not be located within the 65 CNEL contour, no significant impact will occur from the Boeing engine run-up tests.

Operation of the proposed 66-kV substation will not have significant noise impacts. Noise levels from other on-site activities, including the operation of mechanical equipment and use of parking facilities, will also be less than significant.

Vibration

During construction, the highest vibration within the project site will be generated during pile driving operations, while more consistent, but lower ground, vibration will be generated during the clearing, excavation, and grading processes when heavy materials are moved. Both off-site and on-site sensitive land uses will be located at a sufficient distance (greater than 75 feet) from any potential pile driving activity so that vibration from such activities will be below the peak particle velocity threshold of 0.2 inch/sec. Therefore, the project will not generate excessive groundbourne vibration or groundbourne noise levels and vibration impacts associated with construction will be less than significant.

Additional measurements of a Boeing 717 engine run-up test were conducted to determine if low frequency noise levels may cause structure borne vibration and secondary interior noise impacts from possible rattling of doors and windows. These measurements were conducted using the C-weighted scale, which is a better indicator of low-frequency noise as compared to the A-weighted scale. The results indicate that noise levels within the proposed residential uses north of the Boeing Enclave could reach levels of 81 dBC L_{eq} and 89 dBC $L_{max.}$ A project feature has been incorporated to limit proposed residential uses within the area identified on Figure 54 of Section V.I, Noise of the Draft EIR until the 717 engine run-ups cease. This feature will reduce the maximum C-weighted noise levels to less than 87 dBC. Areas outside this area will experience a noise level of less than 87 dBC. This feature, together with the requirement that all residential buildings on the project site have interior noise levels below 45 dBA CNEL will ensure that impacts associated with groundborne vibration or groundborne noise will be less than significant.

Operation of the project will not result in additional sources of vibration, which will exceed the City's vibration violation threshold of 0.01 inch/sec at adjacent properties. As such, operational impacts associated with vibration will be less than significant.

Mitigation

The following mitigation measures are recommended to reduce noise and vibration impacts resulting from the proposed project. In addition to these mitigation measures, the project features will further reduce impacts associated with noise.

Construction

V.I-1 In compliance with Section 8.80.202 of the LBMC, site preparation, grading, and construction within the City of Long Beach shall be

limited to the hours of 7 A.M. and 7 P.M., Monday through Friday, 9 A.M. and 6 P.M. on Saturdays, and prohibited on Sundays.

V.I-2 In compliance with Section 8020 of the LMC, site preparation, grading, and construction within the City of Lakewood shall be limited to the hours of 7 A.M. and 7 P.M., Monday through Saturday and 9 A.M. and 7 P.M. on Sundays within 500 feet of a residential zone.

V.I-3 All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained muffler exhaust systems.

V.I-4 The project applicant shall provide a construction relations officer to serve as a liaison with surrounding communities and future on-site residents.

V.I-5 Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

V.I-6 Engine idling from off-road construction equipment such as dozers scrapers, and motor graders shall be limited while on the project site, to the extent feasible. Trucks and vehicles in loading and unloading queues will have their engines turned off after ten minutes when not in use.

V.I-7 Equipment and materials staging shall be located as far from noise-sensitive uses as practical.

V.I-8 Semi-stationary heavy equipment shall be located as far from noise-sensitive uses as practical.

V.I-9 Electrically powered equipment shall be used instead of equipment driven by internal combustion engines where feasible.

V.I-10 Active construction sites within 400 feet of on-site occupied residential uses shall be acoustically screened with a temporary ten-foot, ½ inch thick plywood fence around the construction zone, to the extent feasible. The plywood fence will have an approximate sound transmission classification level of 18.

V.I-11 An on-site area shall be designated for delivery of materials and equipment. No construction deliveries shall be permitted outside the hours of 7 A.M. and 10 P.M. on weekdays.

V.I-12 Pile shields (i.e., sound blankets) shall be used where pile driving activities occur within 200 feet from the northern property boundary along Carson Street or within 400 feet of on-site residential uses on the project site.

V.I-13 Construction routes will be established to avoid residential streets in order to prevent noise and vibration impacts in residential areas. Generally, construction delivery and haul trucks will access the project site from I-405 along Lakewood Boulevard and Cherry Boulevard.

Operation

V.I-14 The residential developer shall provide insulation for all residential buildings on the project site to reduce interior noise levels below 45 dBA CNEL with doors and windows closed and shall provide confirmation of this noise level through an acoustical consultant. In addition, any residential development within the delineated residential area (i.e., hatched area) provided in Figure 54 of the Draft EIR shall require a minimum outside-to-inside noise insulation of 30 dBA and shall appoint an acoustical consultant to confirm that the proposed residential buildings will achieve this design standard before submitting an application for a building permit.[11]

V.I-15 All persons purchasing, leasing, or renting residential land or property within the development shall be required to sign an Acknowledgement of Notice of Airspace And Avigation Easement as provided in the Development Agreement for the project. The Acknowledgement of Notice of Airspace And Avigation Easement shall specify the portion of the property being purchased, or leased, or rented; shall disclose that an Airspace And Avigation Easement has been recorded against the property and is binding upon all

[11] *As discussed previously, the California Airport Land Use Handbook documents that this level of sound insulation may include the following: 1) air-conditioning/mechanical ventilation such that the units would not have to rely on open windows for ventilation; 2) ½-inch thick glazing, or a dual insulating glazed system comprised of $^{3}/_{8}$-inch thick laminated glass/½-inch air space/¼-inch glass (or acoustical equivalent); 3) doors and windows opening to the exterior with acoustical seals; 4) adding insulation to attics; and/or 5) fitting chimneys and vents with dampers and/or acoustic louvers.*

persons owning, leasing or using the portion of the property being sold, leased, or rented; and shall disclose the fact that the subject property is in the immediate vicinity of the Airport; that there may be noise and other related impacts because of proximity to the Airport; that the proximity to the Airport may affect normal activities on, and the comfortable use and enjoyment of property; and that market value may be adversely affected. In addition, the Acknowledgment will contain an express acknowledgment by the purchaser, renter, or lessee that it is purchasing or leasing the specified portion of the property subject to a recorded Airspace And Avigation Easement and that, in so doing, it is waiving legal claims and rights which it might otherwise have with respect to the aviation activities permitted by the Easement.

V.I-16 Aircraft related to new aviation-related uses proposed within the project site shall comply with requirements in LBMC Chapter 16.43.030(B) which limits engine run-ups to designated areas at the Airport and between the hours of 7 A.M. and 9 P.M. on weekdays and 9 A.M. and 9 P.M. on weekends and holidays.

V.I-17 Development of residential uses in close proximity to the Boeing Enclave shall be prohibited until such time that 717 run-up activities permanently cease. The delineation of this area is provided in Figure 54 of the Draft EIR.

V.I-18 Boeing shall preferentially use the testing positions along the southern side of the Boeing Enclave (Numbers 1-6), as shown in Figure 54 of the Draft EIR

V.I-19 The electrical substation shall include an eight-foot high wall surrounding the electrical substation area if it is to be located within a residential area.

V.I-20 All mechanical equipment shall incorporate noise control measures to ensure that City of LBMC and LMC requirements are satisfied.

Level of Significance After Mitigation

Noise

With implementation of the proposed mitigation measures, future construction operations are expected to generate noise levels at proposed residential areas in close

proximity to the construction zone as high as 77 dBA Leq and will substantially reduce the pile driving short-term, impulsive noise level of 98 dBA by 10 to 15 dBA. These noise levels will be considerably higher than ambient noise levels. As the worst-case hourly Leq exceeds ambient noise levels by more than the 5 dBA incremental significance threshold, construction of the proposed project will result in a significant and unavoidable impact to proposed on-site sensitive receptors and off-site sensitive receptors (i.e., residential uses located along and north of Carson Street). However, such noise levels will be experienced for short-durations as only portions of the project site will be under construction at any one time. The majority of the time construction noise levels at on-site and off-site sensitive locations will be much lower due to reduced construction activity and the phasing of construction.

The increase in future traffic off-site noise associated with the project and all traffic mitigation will be less than significant for all roadway segments, with the exception of Conant Street east of Lakewood Boulevard, which will exceed the 5 dBA significance threshold. This roadway segment is bordered by parking facilities and the Boeing 717 Assembly Facility. While noise levels associated with project traffic at this roadway segment will result in a significant and unavoidable impact, no sensitive receptors will be impacted. If A Street is reconfigured in the western portion of the project site to be adjacent to the golf course, this segment will exceed the 5 dBA significance threshold. This noise increase is due to the fact that the roadway in this area does not currently support a large amount of traffic. Nonetheless, this noise increase will result in a significant and unavoidable impact.

Residential uses and associated outdoor recreational areas proposed within the PacifiCenter site will be outside of the 65 CNEL contour produced by landing and takeoff activities at the Airport, which are based upon the future worst-case operating scenario allowed by LBMC Chapter 16.43. Therefore, with incorporation of project features to reduce noise levels at residential uses, noise impacts from Airport operations upon such land uses will be less than significant since these uses will be exposed to lower noise levels than allowed by ALUP, California Code of Regulations Title 21, and FAA Guidelines.

With incorporation of MM V.I-14, the SENEL exposure for the proposed residential uses within PacifiCenter located closest to the Airport from the louder typical MD-80 departure of 90 SENEL, will be reduced to 60 SENEL with an outside-to-inside noise insulation of 30 dBA. A “satisfactory conversation” can be obtained with a steady sound level of up to 64 dBA. Therefore, an internal 60 SENEL during a typical MD-80 departure will not be problematic from a speech interference level. During outdoor activities aircraft operations may still briefly interfere with speech communication. In addition, helicopter

and general aviation overflights may also be a source of annoyance to proposed sensitive receptors on the project site.

With incorporation of the project features associated with parking structures and surface parking areas, noise increases associated with operation of future parking facilities will be less than significant.

Vibration

Future ground-borne vibration in the project vicinity will continue to be generated by heavy trucks traveling on the local roadways. Operation of the project with incorporation of project features and mitigation measures will not result in additional sources of vibration which will exceed the City's vibration violation threshold of 0.01 inch/sec at adjacent properties. In addition, the project feature limiting proposed residential uses within the area identified in Figure 54 will reduce potential structural-borne vibration from the engine run-up testing in the Boeing Enclave to a less than significant impact. As such, operational impacts associated with vibration will be less than significant.

Cumulative Impacts: It is not anticipated that future construction and related demolition will occur on lots adjacent to the site simultaneously with construction of the proposed project. However, in the event that such simultaneous construction does occur, construction noise levels could be cumulatively significant at sensitive receptors, including single-family residences located along and north of Carson Street. In addition, project construction in certain areas of the site could potentially coincide with later phases of site demolition occurring as part of the ongoing soil and remediation program (Related Project No. 44). Since receptors located immediately adjacent to the project site will occasionally experience project-related noise levels well above existing ambient noise levels and in the absence of City construction noise thresholds, this scenario will be considered to result in significant cumulative construction noise levels.

Compared with the existing conditions, cumulative increases in future predicted CNEL with ambient growth plus project development and all traffic mitigation will be a maximum of 4.6 dBA and will be less than significant for all off-site roadway segments, with the exception of Conant Street east of Lakewood Boulevard, which will increase by 8.3 dBA. While a significant cumulative impact at this roadway segment will occur, no sensitive receptors will be impacted. In addition, the noise levels generated by project operation together with future related projects and the ongoing separate remediation activities on the project site will result in less than significant cumulative noise impacts from facility operations.

J.1. EMPLOYMENT

Impacts

Consistency with Policies

Consistent with the definition of a Major Activity Center set forth by the City of Long Beach Land Use Element, the proposed project will concentrate a mix of uses on-site and transform the site into a vital economic activity center. The project will provide both jobs to restore an employment center and new residential units. As such, in accordance with City policies, the project's mixed-use nature will afford the regional benefits of reduced commute times and associated quality of life and environmental benefits that occur with the development of residential units within close proximity to jobs. In addition, the mix of uses developed on-site will provide substantial employment opportunities requiring varied skill sets, which will complement the residential element of the project site. The project's increase in employment opportunities and residential units in Long Beach will contribute toward the City's goal of providing at least 1.35 jobs for every household in the City.

The PacifiCenter project will include the development of office, R&D, and/or light industrial uses on property within the City of Lakewood, thereby implementing the intent of the Redevelopment Area III Plan. In addition, proposed development is consistent with the City of Lakewood's policy of creating industrial activity in a currently undeveloped area. Economic Development Goals are also satisfied by the addition of new employment on currently underutilized property.

Implementation of the PacifiCenter project will be also be consistent with the employment policies of the SCAG RCPG.

Consistency with Projections

Development of the proposed project will create approximately 3,832 construction jobs. Assuming that the project is fully occupied by 2020 and that development occurs evenly over the construction period, construction employment associated with the project will constitute less than one percent of the annual countywide construction employment. As a result, anticipated construction employment at the PacifiCenter project site will not substantially alter the location, distribution, density or growth rate of construction employment in Los Angeles County. Therefore, significant impacts associated with construction employment will not occur.

Based on the most employee intensive scenario, implementation of the PacifiCenter project will be anticipated to result in a net increase of up to approximately 13,442 full time equivalent on-site employees by project buildout in 2020 when compared with existing conditions. The net increase in employees resulting from the project will be well within the projected employment growth for Long Beach, Lakewood, the Gateway Cities subregion, and the County of Los Angeles. Project implementation will serve to restore much of the employment lost at the PacifiCenter site and throughout the City of Long Beach since 1990. Therefore, workforce growth associated with the PacifiCenter project will not substantially alter the location, distribution, density, or growth rate of employment planned for the area by local and regional plans. As such, impacts associated with employment growth will be less than significant.

Mitigation

No significant impacts associated with employment have been found, therefore no mitigation is required.

Level of Significance After Mitigation: No significant impacts related to employment will occur and no mitigation measures will be required.

Cumulative Impacts: The impact analysis provided above includes an assessment of project employment in comparison with local and regional growth forecasts which account for planned or reasonably foreseeable development within each jurisdiction in the local area and the region. Therefore, the analysis is both a project-level and cumulative analysis. As stated above, the net increase in employment associated with the PacifiCenter project will be within the employment forecasts for the Cities of Long Beach and Lakewood, the Gateway Cities subregion, and Los Angeles County. Consequently, implementation of the project will not result in significant cumulative impacts associated with employment.

J.2. HOUSING

Impacts: The addition of 2,500 new housing units is well within the SCAG housing growth projections for the City of Long Beach, accounting for approximately 9 percent of forecasted growth. As the project-related addition to the housing supply is well within official forecasted estimates for 2020, the addition of such housing will not substantially alter the location, distribution, density or growth rate of housing contemplated for the area by regional or local plans.

The "worst-case" estimate of average annual demand for housing by potential project employees wishing to move to the Long Beach/Lakewood area was also compared with the expected availability of housing. Using conservative assumptions (e.g., maximum employment assuming that nearly all commercial uses will be office uses), the potential indirect housing demand attributable to new project employees wishing to move locally is well within the housing supply expected to be available to such "movers" at that time. Therefore, indirect housing growth from the PacifiCenter project will not substantially alter the location, distribution, density or growth rate of housing contemplated for the area by regional or local plans.

The project will also be consistent with local and regional plans regarding housing. By creating new housing stock the PacifiCenter project will support applicable housing polices of SCAG's RCPG. The project will also help to relieve some of the existing and expected imbalance of housing units to population described in SCAG's "The State of the Region 2002" report. The new housing created by the project also supports the relevant Citywide goals and policies set forth by the 2000-2005 Housing Element of the Long Beach General Plan. Specifically, the provision of new housing within the City will facilitate the housing production goals set forth by City policy. In addition, the Applicant will contribute funds to the City for City-wide affordable housing programs and, in doing so, will assist with the City with regard to the City's affordability goals. Specifically, while the project itself will not directly provide affordable housing, in accordance with a development agreement, it will provide fees to the City that will be used to contribute to affordable housing of varying levels on a Citywide basis. The project will also provide a mix of rental and homeownership opportunities and a mix of housing products in response to a variety of market needs, in support of City policies. Refer to Section V.J.2 for a discussion of other City Housing policies that will be supported by the project.

Mitigation

Based on the above analysis, no significant project-related impacts associated with alteration of the location, distribution, density, or growth rate of housing contemplated for the area by regional or local plans will occur. In addition, with implementation of the project feature regarding payment of a fee for affordable housing, no inconsistencies with relevant local or regional policies regarding housing will occur. Therefore, no mitigation measures will be required.

Level of Significance After Mitigation: No significant impacts associated with alteration of the location, distribution, density, or growth rate of housing will occur. Therefore, no mitigation measures will be required.

Cumulative Impacts: The impact analysis provided above includes assessments of the direct increase in new housing and the indirect increase in housing demand resulting from implementation of the PacifiCenter project in comparison with local and regional growth forecasts. Such forecasts account for planned or reasonably foreseeable development within each jurisdiction in the local area and the region. Therefore, the analysis is both a project-level and cumulative analysis. The net increase in housing associated with the project will be well within the household growth forecast for Long Beach and Los Angeles County. Similarly, the indirect increase in housing demand associated with PacifiCenter employment could be accommodated by projected housing supplies in Long Beach and Lakewood. Furthermore, the project will help to relieve a regional housing shortage that exists within southern California. Therefore, implementation of the project will not result in any significant cumulative impacts associated with housing.

J.3. POPULATION

When including both direct population growth associated with new housing proposed by the project as well as indirect population growth associated with project employees who may move to the area, the project will generate up to 11,667 new residents within the Cities of Long Beach and Lakewood. (Up to 4,784 residents will be directly generated by the maximum of 2,500 housing units proposed on-site). This growth will be well within the SCAG forecasted growth for the Cities of Long Beach and Lakewood and Los Angeles County. As the additional population attributable to the project will not substantially alter the location, distribution, density, or growth rate of population planned and forecast in Long Beach, Lakewood or Los Angeles County, the proposed project will not result in a significant population impact.

Mitigation

No significant impacts associated with population growth have been found, therefore no mitigation is required. However, as indicated in various sections of the EIR, the increase in population will result in impacts in other issue areas that require mitigation.

Level of Significance After Mitigation: No significant impacts will result from project implementation and no mitigation measures will be required. However, as indicated in various sections of the EIR, the increase in population will result in impacts in other issue areas.

Cumulative Impacts: The impact analysis provided in Section V.J.3, Population, includes an assessment of the population resulting from a direct increase in housing associated with the PacifiCenter project and induced population growth resulting from project development. As these estimated population increases were compared with local and regional growth forecasts, which account for planned or reasonably foreseeable development within each jurisdiction in the local area and the region, the analysis is both a project-level and cumulative analysis. The net population increase associated with the project will be well within the growth forecasts for Long Beach, Lakewood, and Los Angeles County. Therefore, implementation of the PacifiCenter project will not result in any significant cumulative impacts associated with population.

K.1. POLICE PROTECTION

Police protection services for the City of Long Beach are provided by the City of Long Beach Police Department (LBPD), and for the City of Lakewood are provided by contractual agreement with the Los Angeles County Sheriff's Department (Sheriff's Department).

The PacifiCenter project will include security features, which are also included as mitigation measures, that will minimize the potential for crime on-site and the associated demand for additional police protection services.

Implementation of the project will result in an increase in residents and employees in the City of Long Beach portion of the project site, and daytime employees in the City of Lakewood portion of the project site. The estimated number of new residents in the City of Long Beach will require approximately nine new polices officers, including two motorcycle officers and one sergeant, to maintain the current officer to population service ratio. Additional outlays will also be need for equipment to support these officers. Revenue generated by the project could be used to provide these additional officers. However, such a revenue allocation cannot be guaranteed. As such, if the project-generated revenue were allocated to other needed municipal purposes other than to the provision of additional police officers, a potentially significant impact associated with the decrease in the LBPD's protective capacity could occur.

While the increase in the demand for police protection services in the City of Long Beach will require additional outlays for officers and equipment, the demand generated will not require new or physically altered police facilities. Therefore, no significant impacts associated with the construction of such facilities will occur.

Although the portion of the project site located within the City of Lakewood will not generate residents, an increase in demand for services could result from the additional employees and vehicles in the area surrounding the project site. To meet the additional demand, the Los Angeles County Sheriff's Department has indicated that it will be necessary to increase the personnel by one traffic unit during peak hours on weekdays. [12] Project-generated municipal revenue could be used to offset some of the costs associated with the increased demand for police staffing and equipment in the City of Lakewood and the Sheriff's Department. However, the allocation of such revenue to a specific service cannot be guaranteed. Therefore, although implementation of the proposed project will not affect the existing officer to residential population ratio within the City of Lakewood, implementation of the project could result in potentially significant impacts associated with the demand for additional police protection services.

While the project will result in an increase in the demand for police protection services within the City of Lakewood, the demand generated will not require new or physically altered police facilities, the construction of which will cause significant environmental impacts. Therefore, no significant impacts associated with the provision of new facilities will occur.

The street improvements planned as part of the proposed project could temporarily affect traffic flows along the primary access routes from the LBPD or the Sheriff's Department Stations serving the project site, and disrupt emergency access within the area surrounding the project site. However, temporary traffic controls will be incorporated in accordance with City of Long Beach Public Works Department and City of Lakewood Public Works Department requirements. Also, with implementation of the proposed traffic mitigation measures, traffic conditions at many of the intersections in the project area will be improved. Therefore, implementation of the project will not affect the circulation pattern or result in a substantial increase in emergency response times within the project area, and impacts will be less than significant.

Mitigation

The project could result in potentially significant impacts on police protection services. Project-generated municipal General Fund revenues are forecast to support the project-related demand for additional officers or related resources. However, it cannot be guaranteed that project-generated tax increment revenue will be allocated to this specific

[12] *City of Lakewood letter to Angela Reynolds of Long Beach Department of Planning and Building, dated April 12, 2004*

resource. Therefore, the following mitigation measures, which are also included as Project Features, will be implemented to reduce impacts associated with an increased demand for police protection services:

V.K.1-1: The Applicant shall provide the Long Beach Police Department or Los Angeles County Sheriff's Department with a diagram that will include access routes, home addresses, building unit numbers, and other information to facilitate police response.

V.K.1-2: The Applicant shall incorporate Crime Prevention Through Environmental Design (CPTED) principles and other crime prevention features into the project. Such features will include, but not be limited to, the following:

- Lighting of parking structures, elevators and lobbies to reduce areas of concealment;
- Lighting of building entries and pedestrian walkways to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;
- Building addresses that are visible from the street and roof to facilitate emergency response;
- Provision that ATMs (cash machines) and public phones are located in visible areas and away from bus stops;
- Provision that lighting, fencing and landscaping within commercial areas, residential areas, parks, and other public amenities are placed in a manner that maximizes visibility and minimizes opportunities for hiding;
- Public spaces that are designed to be easily patrolled and accessed by public safety personnel; and
- Design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites

Level of Significance After Mitigation: It cannot be guaranteed that project-generated General Fund revenue is allocated to a specific service sector. Therefore, the project could result in a potentially significant and unavoidable impact to police protection

services in the Cities of Long Beach and Lakewood. In addition, the project could contribute to a cumulatively significant and unavoidable impact to police protection services in the area surrounding the project site.

Cumulative Impacts: Anticipated growth in the Cities of Long Beach and Lakewood will result in a demand for additional police protection services. Similar to the proposed project, future projects will likely include specific features designed to reduce impacts on police protection services. In addition, related projects will be evaluated on an individual basis to determine appropriate measures that address additional demand. Also, the need for additional police protection associated with cumulative growth may be addressed through each City's annual budgeting process and capital improvement programs, should the City of Long Beach and City of Lakewood determine that service improvements are necessary. However, such revenue allocation to a specific service cannot be guaranteed. As such, the cumulative impacts associated with the project's incremental effect and the effects of other related projects in the area could be significant.

K.2. FIRE PROTECTION

Fire and emergency medical services for the Cities of Long Beach and Lakewood are provided by the Long Beach Fire Department (LBFD) and the Los Angeles County Fire Department (LACFD), respectively, with each Fire Department providing first response to its respective portion of the project site. Implementation of the project will result in an increase in the daytime (employment) and residential populations of the LBFD and LACFD service area, which could result in additional calls for fire and emergency medical services. The project will comply with applicable LBFD and LACFD requirements, as well as requirements set forth in the Building and Safety Codes of each of the Cities and the Uniform Fire Code. In addition, compliance with guidelines set forth by the Insurance Services Office (ISO) will ensure that the current ISO rankings of the Cities of Long Beach and Lakewood will not be affected.

With regard to development in the City of Long Beach, additional fire protection equipment may be necessary to provide for the proposed project, and the project will result in an increase in fire prevention inspection. Specifically, the LBFD has indicated that the proposed project will necessitate the addition of a truck company (i.e., a truck ladder engine, personnel and associated equipment) to safely and effectively meet the adequate levels of service and response times. In addition, the project will result in a demand for an additional one-half full time equivalent (FTE) fire inspection staff person, and one full time equivalent (FTE) plan checker until completion of the project. As indicated by the fiscal impact report regarding this project, annually recurring project generated General Fund revenue will be sufficient under any proposed development scenario to fund the LBFD

expenditures associated with additional fire protection equipment, a one-half FTE fire inspector, and one FTE plan checker. However, General Fund revenue may not be pre-allocated to a specific purpose. As such, if the project-generated revenue were not allocated to the provision for fire protection equipment and personnel in the City of Long Beach, a potentially significant impact could occur. While the increase in the demand for fire protection services in the City of Long Beach will require additional outlays for equipment, one-half FTE staff person, and one FTE plan checker, the demand generated will not require new or physically altered facilities. Therefore, no significant impacts associated with the construction of such facilities will occur.

With regard to development in the City of Lakewood, there is expected to be adequate fire protection and emergency medical services within the LACFD service area. The project will comply with the goals set forth in the General Plans of the Cities of Long Beach and Lakewood.

Analyses of existing fire flows on the project site indicate that development intensity on the Long Beach portion of the site is not constrained by fire flows. In addition, fire flows in the City of Lakewood near the project site will meet the project requirements with the installation of a new 16-inch diameter water line, which is proposed as part of the project. Specifically, with the 16-inch diameter water line, the fire flow requirement of 5,000 gpm will be met on the Lakewood portion of the project site, thereby reducing potential impacts to less than significant levels.

The street improvements planned as part of the proposed project could temporarily affect traffic flows in the area, thereby temporarily disrupting emergency access to and within the project site. However, temporary traffic controls will be incorporated thereby reducing the potential short-term impact to emergency access within the project area to a less than significant level. Furthermore, the circulation improvements within and around the project site will increase emergency access to and circulation within the project site. Therefore, implementation of the project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or result in a substantial increase in response times or emergency access within the project area.

Mitigation

The project will result in a potential demand for new fire protection equipment and a demand for one truck company and associated equipment and staffing, one-half FTE fire inspector, and one FTE plan checker until completion of the project in the City of Long Beach and additional calls for service in Long Beach. Project-generated municipal

General Fund revenues forecast to yield an annual fiscal surplus will be sufficient to support any project-related demand for fire personnel or equipment. However, it cannot be guaranteed that project-generated tax increment will be allocated to this specific resource. Therefore, the following mitigation measure will be implemented to substantially lessen impacts associated with an increased demand for fire protection services:

V.K.2-1 The proposed project shall incorporate all emergency access provisions required by the respective City of Long Beach and County of Los Angeles Fire Departments, including fire lanes, vertical clearance requirements, and Fire Department review, as appropriate. Specifically, review and approval by the respective Fire Departments' Fire Prevention Office shall be required prior to building permit issuance. In addition, fire flow requirements shall be determined by the Fire Department based on building type and building use and fire inspection fees shall be paid as each building within the project site is developed.

Level of Significance After Mitigation: Project-generated municipal General Fund revenue cannot be guaranteed to be allocated to a specific service sector. Therefore, even with the implementation of the mitigation measure, the project could result in a potentially significant impact associated with the potential demand for fire protection equipment and a demand for fire inspection personnel in the City of Long Beach. With the incorporation of project features and the mitigation measure, impacts associated with development of the portion of the project site in the City of Lakewood will be less than significant.

Cumulative Impacts: Anticipated growth in the Cities of Long Beach and Lakewood will result in a demand for additional fire protection and emergency medical services. Similar to the proposed project, future projects will likely include specific features designed to reduce impacts on fire protection and emergency medical services. Future projects will likely include specific features designed to reduce impacts on fire protection and emergency medical services. In addition, future projects will be evaluated on an individual basis to determine appropriate mitigation measures that will address new demand. The need for additional fire protection and emergency medical services associated with cumulative growth may also be addressed through the City of Long Beach's annual budgeting process and capital improvement programs, as deemed necessary by the City of Long Beach's annual budgeting process and capital improvement programs, should the City of Long Beach determine that service improvements are necessary. Should the LACFD determine that additional services are necessary, the City of Lakewood could contribute to the capital cost directly, through the Redevelopment Agency, or by enacting a developer fee ordinance. However, the allocation of project-

generated revenue to a specific service cannot be guaranteed. Therefore, the combined cumulative impact associated with the project's incremental effect and the effects of future related projects could be significant. Existing fire flow capacities and the presence of mainline piping networks within the project vicinity will permit future development in the surrounding area with generally no constraints related to available fire flow. As required by the LBFD and LACFD, pipe sizes will be upgraded as necessary, depending on the proposed building types and sizes associated with future projects. As such, the cumulative fire flow impacts associated with the project's incremental effect and the effects of other projects will be less than significant.

K.3. SCHOOLS

The project site is located within the Long Beach Unified School District (LBUSD). Using the State of California's definition of available classrooms (i.e., excluding certain portable classrooms), and factoring in special day class students class sizes as well as using state accepted loading factors, LBUSD schools have a capacity of 74,192 students. The 2002-2003 enrollment of 97,212 students presents a capacity shortfall of 23,020 seats within the LBUSD. To provide for the overall shortfall on an interim basis, the LBUSD has installed numerous portable classrooms and has modified its available programs and schedules. In addition, in response to the capacity shortfall and in anticipation of future growth, new capacity of approximately 14,705 seats is being added to the District with both State and local funds. However, even with the increase in capacity funding from state and local funds, the District will continue to have a shortage of space to serve new development using the State's definition of district school facility capacity. LBUSD will continue to utilize portable classrooms to meet this short fall.

To determine the student generation rates for the PacifiCenter project, LBUSD recently matched addresses with apartment projects and single family attached units within the district that are comparable in size and price to the proposed PacifiCenter attached units and apartments. (Since a reasonably sized sample of new single-family detached units could not be obtained within the District, the LBUSD's district-wide rates were used for the detached unit product type to complete the student generation analysis). When applying the student generation rates identified by LBUSD to the proposed product mix and factoring in attendance at private schools, the residential component of the proposed project will generate a total of approximately 272 students within LBUSD.

State law permits the LBUSD to impose a fee on new development to mitigate impacts on school facilities. The fees are collected at the time of the issuance of the building permit. The current fee is $2.14 per square foot for residential development and $0.34 per square foot for commercial/industrial development. Pursuant to State Law (SB

50), this fee will serve to fully mitigate the impacts on school facilities associated with the project, and no significant impacts will occur.

Mitigation

The LBUSD and the Boeing Realty Corporation, an affiliate of the Applicant, have entered into a funding and mitigation agreement, which will provide funding that will exceed the current fee required by Government Code Section 65995 to increase the capacity of District schools, thus reducing overcrowding conditions. With the implementation of the school agreement, no significant project-related impacts to school facilities will occur. Therefore, no mitigation measures will be required.

Level of Significance After Mitigation: Boeing Realty Corporation, an affiliate of the Applicant, has entered into an agreement with LBUSD, which provides that the payment of fees in accordance with the agreement constitutes full mitigation of the project's impacts on schools.

Cumulative Impacts: The geographic area for the cumulative analysis for schools is the area within the LBUSD boundary. By 2010, 169,812 households and 255,000 jobs are projected within the LBUSD boundary. Under the provisions of SB 50 all future projects within the LBUSD boundary will be required to pay the construction fees established by Government Code Section 65995. In accordance with Government Code Section 65995, payment of these fees will serve to mitigate impacts of these projects. In addition, as indicated above, with the payment of fees in accordance with the agreement, implementation of the PacifiCenter project will not result in significant impacts on school facilities. Therefore, the project will not contribute to significant cumulative school impacts.

K.4. RECREATION

The Cities of Long Beach and Lakewood operate parks and recreational facilities within the vicinity of the project site. The PacifiCenter project will generate a net increase of up to approximately 4,784 residents. The project will generate up to approximately 13,442 net new daytime employees by project buildout in the Cities of Long Beach and Lakewood (assuming nearly all commercial uses will be office uses). These residents and on-site employees will have access to the 10.5 acres of parkland and other open space areas provided on-site. Of the 10.5 acres of parkland, 9 acres will be zoned, dedicated and improved as public open space and 1.5 acres will be private open space. In addition to the provision of on-site facilities, the proposed project will be required to comply with the City of Long Beach Municipal Code, which requires residential development to contribute

fees for parks and recreational facilities. Compliance with this code requirement, together with the park space improvements proposed as part of the project, will ensure that the demands generated by the project residents will be accommodated. In addition, it is anticipated that the majority of the project employees will utilize on-site recreational facilities and park space areas rather than off-site facilities during weekday lunch times. Therefore, the proposed project will not cause existing ratios of developed parklands per resident to substantially decrease, nor will the project substantially increase the demand for local parks and recreational facilities within the City of Long Beach or Lakewood. No significant impacts will occur.

The PacifiCenter project will be consistent with the goals and standards set forth by the City of Long Beach through the provision of a wide variety of recreation and open space areas on-site and the payment of required Park and Recreation Facilities Fee for residential uses. The project will be consistent with goals set forth by the City of Lakewood since the project will not significantly impact City parks and open space resources. As such, the proposed project will not conflict with applicable City of Long Beach or Lakewood goals or standards, and less than significant impacts will occur.

The proposed project will not preclude the use of any existing recreational facilities, and will provide 10.5 acres of recreation and park space areas. In addition, the payment of park fees for residential uses will occur consistent with the City of Long Beach Municipal Code. Therefore, the proposed project will not result in the increased use of existing recreational facilities such that substantial physical deterioration of the facilities will occur or be accelerated, and replacement parks and recreational facilities will not be required. Therefore, no significant impacts will result.

Physical impacts associated with the development of the park and recreational facilities included as part of the project are analyzed throughout Section V, Environmental Impact Analysis, of the Draft EIR.

Mitigation

The following mitigation measures are proposed to ensure that project impacts on parks and recreational facilities will be less than significant:

V.K.4-1 The Applicant shall be required to ensure that 10.5 acres of active or passive park space is provided on-site, including 9 acres of zoned

dedicated and improved public park space and 1.5 acres of private park space.[13]

V.K4-1a Playground facilities or an equivalent recreational amenity shall be included in a minimum of two on-site parks.

V.K4-1b A multi-sport overlay field, consisting of a youth-sized football/soccer field with a youth-sized baseball/softball backstop, or an equivalent recreational amenity shall be included in at least one of the on-site parks.

V.K4-1c A recreational center, with a floor area equal to one square foot per resident, or an equivalent recreational amenity shall be provided on-site.

V.K.4-2 The Applicant shall contribute fees for parks and recreational facilities pursuant to Chapter 18.18, Park and Recreation Facilities Fee, of the City of Long Beach Municipal Code.

Mitigation Measure V.L-20, in Section V.L, Transportation/Circulation and Parking, is also proposed to mitigate potential recreation impacts.

Level of Significance After Mitigation: The project features together with the mitigation measures described above will ensure that no significant impacts on the Cities of Long Beach or Lakewood parks and recreation facilities will occur.

Cumulative Impacts: The residential population growth projected by SCAG will result in a demand for additional parks and recreation facilities in the area. Section 18.18 of the Long Beach Municipal Code will be implemented to ensure that adequate amounts of parks and recreation facilities will be provided for new residential development in the City of Long Beach through the payment of fees or dedication of land in accordance with the Municipal Code. In addition, residential projects within Residential Districts will be required to meet specific requirements regarding usable open space for project residents. As described above, the proposed project will not result in a direct demand for parks and recreation facilities within the City of Lakewood. In addition, all residential projects within the City of Lakewood will be required to pay fees in compliance with Sections 9226.1 or 6527.2 D of the Municipal Code. These fees will be used to upgrade and maintain existing parks and recreational areas and/or to purchase and develop additional land for park or

[13] *This mitigation measure has been revised in the MMRP to reflect the Douglas Park project.*

recreational uses. Finally, future projects will likely include specific features designed to reduce or alleviate demand for public parks and recreational facilities. For the above-mentioned reasons, and with incorporation of the previously described project features related to park space and recreational facilities, the project will not contribute to significant cumulative impacts on parks and recreational facilities in the area.

K.5. LIBRARY FACILITIES

Public library services in the City of Long Beach are provided by the Long Beach Public Library and services in the City of Lakewood are provided by the Los Angeles County Public Library. Implementation of the project will result in an increase of approximately 4,784 residents in the City of Long Beach and approximately 13,442 net new daytime employees in the Cities of Long Beach and Lakewood under the maximum employment scenario. The proposed project does not include any residential units in the City of Lakewood. The Ruth Bach Library that serves the portion of the project site within the City of Long Beach does not currently meet the standard goal of 2.1 library items per capita. Furthermore, with the addition of the project, the amount of floor area per person at the Ruth Bach library will be reduced to approximately 0.19 square feet per resident, which does not meet the City's goal of 0.25 square feet per resident. As a result of the project, the City of Long Beach Public Library has indicated that an approximately 13 percent workload increase at the Ruth Bach Library will be necessary and that the book collection at this Library will have to be expanded proportionally to meet the 2.1 items per capita goal. Annually recurring project-generated General Fund revenue will be sufficient to fund the necessary library expenditures associated with additional demand from the project. However, that revenue stream may not be pre-allocated to a specific purpose. As such, if the project-generated revenue were allocated to other needed municipal purposes other than to the provision of additional resources at the Ruth Bach Library, a potentially significant impact associated with demand for library facilities by the project-generated residential population will occur.

Incremental use of library resources by new project employees in the City of Lakewood in the form of walk-in visits to the library or telephone calls to the library reference desk could occur. However, the actual demand on library resources for professional daytime use by employees will be minimal, particularly since employee research needs are commonly met by in-house or on-line reference resources. Therefore, impacts associated with demand for library facilities by project-generated daytime employees in the City of Lakewood will be less than significant.

Mitigation

Project implementation could potentially result in a significant impact to the provision of library services or to library facilities in the City of Long Beach. Project-generated municipal General Fund revenues are forecast to yield a considerable annual fiscal surplus, which will mitigate potential impacts to library services. Thus, no mitigation measures are proposed.

Level of Significance After Mitigation: It cannot be guaranteed that project-generated General Fund revenue is allocated to a specific service sector. Therefore, the project could result in potentially significant and unavoidable impacts on City of Long Beach library services and facilities. In addition, the project could contribute to a cumulatively significant unavoidable impact to library services in the City of Long Beach. No significant project impact or cumulative impacts on City of Lakewood library services and facilities will occur.

Cumulative Impacts: Since library services in the City of Long Beach are organized around service areas, the geographic distribution of the population growth projected by SCAG is important. The majority of this growth is projected to occur in the southern portion of the City. However, as residential growth generated by the proposed project will significantly impact library services both within its service area and in the City as a whole due to the transfer of materials among libraries, and as there is currently a system-wide shortage of library resources in the City, the project will contribute to cumulative impacts in the service area in which it is located as well as in the City as a whole. The need for additional library resources associated with cumulative growth may be addressed through the City's annual budgeting process. However, as described above, the allocation of project-generated revenue to a specific service cannot be guaranteed. Therefore, the combined cumulative impacts to libraries within the City of Long Beach associated with the project's incremental effect and the effects of other projects in the area could be significant.

Since no residential units are proposed for the portion of the project within the City of Lakewood, the project will not contribute to cumulative library impacts in the City of Lakewood. Furthermore, any future projects may include specific features designed to reduce impacts on library services and facilities. Future projects will be evaluated individually to determine appropriate measures to address new demand. Cumulative impacts on library facilities in the City of Lakewood will be less than significant.

L. TRANSPORTATION/CIRCULATION AND PARKING

The San Diego Freeway (I-405) and the Artesia Freeway (SR-91) provide primary regional access to the project site. Locally, the primary roadways that serve the project site include Carson Street, Lakewood Boulevard, Spring Street, Paramount Boulevard, and Cherry Avenue. Under existing conditions, 39 of the 107 existing study intersections are operating at LOS E or F in one or both of the peak hours. Prior to implementation of proposed mitigation measures, implementation of the PacifiCenter project will significantly impact 55 study intersections. When combined with the intersections that are currently operating at unacceptable levels, a total of 79 study intersections will be operating at LOS E or F in one or both peak hours after project completion. With implementation of project TDM and the proposed mitigation measures, a total of 60 intersections will operate at unacceptable levels. However, the project will significantly impact three of the study intersections after mitigation.

Under existing conditions, all of the nine analyzed mainline segments on I-405 are currently operating at LOS E or F during one or both peak hours. All six of the mainline segments on SR-91 within the study area are operating at LOS E or F during one or both peak hours under existing conditions. In addition, all of the analyzed on-ramps serving I-405 and SR-91 are operating at LOS D or better. The project will have significant impacts on eight of nine I-405 mainline segments analyzed prior to mitigation. Two of six analyzed mainline segments on SR-91 will experience a significant project impact during one or both peak hours prior to mitigation. In addition, one of the 18 on-ramps analyzed for I-405 will be significantly impacted by the project prior to mitigation. None of the analyzed on-ramps of SR-91 will be significantly impacted by the project. After implementation of the proposed mitigation measures, significant impacts will remain at eight of the I-405 mainline segments analyzed. However, the CMP credit/debit analysis indicates that the project will result in a greater benefit than impact on the regional transportation system, and the proposed mitigation measures will further improve conditions. Nonetheless, since the future with project (including TDM and mitigation measures) condition will result in a D/C ratio increase of 0.020 or more with a final LOS of F on eight of the I-405 mainline segments analyzed, the project's impacts on these freeway segments are considered significant.

A traffic volume analysis was conducted for five residential street segments. Of the analyzed segments, three will experience significant traffic increases (more than 500 trips per day or 50 trips per hour) as a result of the project. Mitigation measures will reduce these impacts to less than significant levels. However, while such measures can reduce the impacts on the residential street segments to less than significant levels, should the

jurisdictions fail or be unable to implement acceptable and adequate measures, some or all of these project impacts will remain significant.

Long Beach Transit (LBT) is the primary transit service provider in the City of Long Beach and the project vicinity. The project is expected to increase usage of LBT bus routes operating near the project site and to add new riders to the Metro Blue Line Light Rail Transit. LBT reports that it currently has the rolling stock and facilities to absorb a moderate increase in demand such as may be anticipated from the PacifiCenter project. As such, a less than significant impact to transit will be expected.

The City of Long Beach has a system of bikeways that provide reasonable access to the project site from the east, southeast, and northeast, with more limited access from the west and north. The pedestrian environment on the project site consists primarily of disconnected sidewalks with no major pedestrian linkages. The project will not disrupt existing bicycle or pedestrian routes. Rather, it will include improvements to these systems in the project vicinity. As such, no significant impacts will occur.

The existing parking supply on the project site is comprised of several off-street surface parking lots distributed throughout the site. Off-street parking will be provided for the project based on the adjusted gross floor area of each of the buildings. On-street parking will also be provided for specified uses. By appropriately taking into account the potential for shared parking to occur at mixed-use projects such as PacifiCenter, as allowed pursuant to Section 21.41.223 of the Long Beach Municipal Code, the project will provide adequate parking to serve the proposed uses. As such, a less than significant impact to parking will occur.

The project will be consistent with Congestion Management Plan Guidelines as well as applicable policies, goals, and objectives contained within the SCAG Regional Transportation Plan, the Transportation Element of the Long Beach General Plan, the Long Beach Bicycle Master Plan, and the Circulation Element of the Lakewood General Plan.

Construction activities associated with the PacifiCenter project could result in temporary traffic impacts on the surrounding roadways associated with an increase in truck traffic associated with removal or import of fill material and delivery of construction materials, and an increase in vehicle traffic associated with construction workers traveling to and from the site. Such activities may cause an intermittent reduction in street and intersection operating capacity on surrounding roadways. Mitigation measures outlined in Section V.B, Air Quality, related to construction deliveries and temporary traffic controls will reduce impacts associated with construction traffic (refer to Mitigation Measure V.B-13).

However, while construction traffic impacts will be temporary and short-term, they will be nonetheless, be considered significant.

Mitigation

The project proposes to implement a subregional transportation mitigation program that addresses both project impacts and area-wide needs. All of these measures are described below.

Area-Wide Adaptive Traffic Control System and Intelligent Transportation System Measures (ITS):

V.L-1 Fund or cause the funding for the design and construction of a state-of-the-art traffic signal system such as Adaptive Traffic Control System (ATCS) for the following eight arterial routes: (1) Del Amo Boulevard, approximately from the Long Beach Freeway (I-710) to the San Gabriel River Freeway (I-605); (2) Carson Street, approximately from Long Beach Boulevard-San Antonio Drive to I-605; (3) Spring Street, approximately from Atlantic Avenue to I-605; (4) Willow Street, approximately from Atlantic Avenue to I-605; (5) Atlantic Avenue, approximately from the Artesia Freeway (SR-91) to Willow Street; (6) Cherry Avenue, approximately from SR-91 to Pacific Coast Highway; (7) Lakewood Boulevard, approximately from SR-91 to Stearn Street; and (8) Bellflower Boulevard, approximately from SR-91 to the San Diego Freeway (I-405).[14]

V.L-2 Fund or cause the funding for the design and construction of an area-wide ITS program to improve capacity at both corridor and non-corridor signalized intersections. The ITS program shall include interconnect, traffic detectors, surveillance cameras, message signs, and other means that connect the surface street signal system with adjacent freeway on- and off-ramp meters and signals. Such connectivity and linkage with the freeway system will provide feedback to the surface street signal system and all further

[14] *The capacity of the signalized intersections along the eight arterials being implemented with the ATCS and supportive ITS measures were assumed to improve by ten percent, which is consistent with that experienced in other jurisdictions with ATCS/ITS programs, such as the Cities of Los Angeles, Pasadena, and Glendale. Signalized intersections in the study area not directly along the ATCS/ITS routes would also benefit and experience improved traffic flow overall due to ITS technology informing motorists of traffic conditions in the area. Motorists can use this information to seek better routes and thereby better balance traffic demand with capacity. It was assumed that this betterment is commensurate with an approximately three percent improvement in capacity at these other intersections.*

adjustments in signal operations to enhance area-wide system capacity.

ATCS and the affiliated ITS program measures affecting the following intersections shall be installed no later than the triggering of the corresponding peak-hour trips:

Corridors and Study Intersections	Corridor Trigger Value
• Lakewood Corridor (A):	1,194
– Lakewood Blvd./Spring St. (I/S #78; 1,194*)	
– Lakewood Blvd./Carson St. (I/S #45; 1,298*)	
– Lakewood Blvd./South St. (I/S #17; 1,387*)	
– Lakewood Blvd./Stearns St. (I/S #95; 1,556*)	
– Lakewood Blvd./Willow St. (I/S #89; 1,878*)	
• Bellflower/Spring/Stearns Corridor	1,223
– Bellflower Blvd./Wardlow Rd. (I/S #68; 1,223*)	
– Bellflower Blvd./Spring St. (I/S #80; 2,536*)	
– Spring St./Clark Ave. (I/S #79; 4,028*)	
– Spring St./Cherry Ave. (I/S #74; 4,814*)	
– Stearns St./Clark Ave. (I/S #96; 4,814*)	
• Carson Corridor (A)	1,429
– Carson St./Clark Ave. (I/S #47; 1,429*)	
– Carson St./Cherry Ave. (I/S #43; 1,733*)	
– Carson St./Woodruff Ave. (I/S #49; 1,990*)	
– Carson St./Palo Verde Ave. (I/S #50; 2,642*)	
– Carson St./Los Coyotes Diagonal (I/S #51; 4,149*)	
• Paramount Corridor	1,607
– Paramount Blvd./Del Amo Blvd. (I/S #31; 1,607*)	
– Paramount Blvd./South St. (I/S #16; 1,733*)	
– Paramount Blvd./Artesia Blvd. (I/S #12; 1,778*)	
– Paramount Blvd./Alondra Blvd. (I/S #2; 2,393*)	
• Redondo/Pacific Coast Hwy./Willow Corridor	2,307
– Redondo Ave./Pacific Coast Hwy. (I/S #99; 2,307*)	
– Redondo Ave./Anaheim St. (I/S #101; 3,544*)	
– Redondo Ave./Willow St. (I/S #88; 4,394*)	
– Redondo Ave./Spring St. (I/S #77; 4,753*)	

- Pacific Coast Hwy./7th St. (I/S #104; 5,237*)
- Willow St./Cherry Ave. (I/S #87; 5,237*)
- Redondo Ave./7th St. (I/S #103; 5,479*)

- Lakewood Corridor (B) 2,487

  - Lakewood Blvd./Artesia Blvd. (I/S #13; 2,487*)
  - Lakewood Blvd./Candlewood St. (I/S #23; 3,506*)
  - Lakewood Blvd./Del Amo Blvd. (I/S #32; 3,875*)
  - Lakewood Blvd./Wardlow Rd./Douglas Rd. (I/S #66; 4,830*)
  - Lakewood Blvd./Alondra Blvd. (I/S #3; 4,814*)
  - Lakewood Blvd./Conant St.-B St. (I/S #60; 4,856*)

- Del Amo Corridor 3,351

  - Del Amo Blvd./Woodruff St. (I/S #35; 3,351*)
  - Del Amo Blvd./Clark Ave. (I/S #33; 3,445*)
  - Del Amo Blvd./Orange Ave. (I/S #29; 3,763*)
  - Del Amo Blvd./Palo Verde Ave. (I/S #36; 4,628*)
  - Del Amo Blvd./Bellflower Blvd. (I/S #34; 5,237*)

- Atlantic Corridor 4,149

  - Atlantic Ave./Carson St./ (I/S #41; 4,149*)
  - Atlantic Ave./Wardlow Rd./ (I/S #63; 4,814*)

- Carson Corridor (B) 5,016

  - Carson St./605 Fwy. SB Off-Ramp (#52; 5,016*)
  - Carson St./Norwalk Blvd. (#55; 5,016*)
  - Carson St./Paramount Blvd. (#44; 5,055*)

- South St./Clark Ave. (I/S #18; 5,479*) 5,479

*Individual intersection (I/S) trigger value.

V.L-3 Fund or cause the funding for the design and construction of a centralized ATCS/ITS command center to operate and manage the area-wide ATCS and affiliated ITS measures.

Trigger Value: 1,194 P.M. peak-hour trips.

Intersection Improvements

As stated above, the intersections at which improvements are proposed as mitigation measures are shown on Figure 66 on page 717.

V.L-4 Del Amo Boulevard and Lakewood Boulevard (Intersection 32, Cities of Lakewood and Long Beach): Widen on the east side of the north leg and the west side of the south leg of Lakewood Boulevard; remove the nose islands and modify the remaining raised islands on the north and south legs; and restripe the north and south legs to provide a second southbound left-turn and three through lanes in each direction on Lakewood Boulevard. No on-street parking removal is anticipated.

Trigger Value: 909 P.M. peak-hour trips.

V.L-5 Carson Street and Paramount Boulevard (Intersection 44, City of Lakewood): Widen on the east side of the south leg of Paramount Boulevard; modify and shift the raised island on the north leg; remove the raised island on the south leg; and restripe the north and south legs to provide a northbound right-turn-only lane on Paramount Boulevard. No on-street parking removal is anticipated.

Trigger Value: 632 P.M. peak-hour trips.

V.L-6 Carson Street and Lakewood Boulevard (Intersection 45, Cities of Long Beach and Lakewood): Widen on the west side of Lakewood Boulevard between Carson Street and A Street. At Carson Street, remove the second southbound left-turn lane; modify and shift the raised islands on the north and south legs; and restripe the north and south legs to provide an extended southbound left-turn lane, and a fourth southbound through lane from north of Carson Street to the vicinity of A Street, where the lane becomes a right-turn-only lane accessing A Street. No on-street parking removal is anticipated.

Note: This improvement will not fully mitigate the project impact to a less than significant level.)

Trigger Value: First Project residential certificate of occupancy.

V.L-7 Carson Street and Bellflower Boulevard (Intersection 48, Cities of Long Beach and Lakewood): Prohibit parking during the A.M. peak period on the north side of Carson Street (approximately 75 spaces) for a length of approximately three blocks east and west of Bellflower Boulevard; modify and lengthen the left-turn channelization along the raised islands on the east and west legs of Carson Street; and restripe this length of Carson Street to provide a third westbound through lane, including conversion of the right-turn lane at Bellflower Boulevard, for the A.M. peak periods, and lengthened left-turn lanes approaching Bellflower Boulevard.

On-street parking removal of up to approximately 75 spaces during the A.M. period on the north side of Carson Street will be necessary. The affected parking spaces are adjacent to residential and commercial uses that appear to have off-street parking facilities capable of satisfying parking requirements. Therefore, removal of the on-street parking is not expected to have a significant impact.

Trigger Value: 1,573 P.M. peak-hour trips.

V.L-8 Cover Street and Paramount Boulevard (Intersection 56, City of Lakewood); Cover Street from Paramount Boulevard to West of Industry Avenue (Cities of Long Beach and Lakewood): Construct and stripe the project roadway approaching the intersection of Cover Street and Paramount Boulevard to provide two through lanes and a right-turn-only lane westbound, and a bike lane in each direction. Reconstruct Cover Street, and restripe to provide a left-turn lane and two through lanes eastbound, and a bike lane in each direction. Restripe Paramount Boulevard to provide a left-turn lane and a right-turn-only lane southbound.

Remove on-street parking on the north side of Cover Street (up to approximately three spaces); Widen on the north side of Cover Street from approximately 100 feet west of Industry Avenue to 340 feet east of Industry Avenue; modify and lengthen the left-turn channelization along the raised island on the east leg at Industry Avenue; and restripe to provide two through lanes, left-turn channelization and a bike lane in each direction, including an extended westbound left-turn lane at Industry Avenue, from Industry Avenue to the improvement at Paramount Boulevard. Restripe the west leg of Cover Street at Industry Avenue to provide two eastbound through lanes, including conversion of the right-turn-only lane, and two westbound right-turn-

only lanes departing the intersection and approaching Cherry Avenue.

Restripe Industry Avenue between Cover Street and Bixby Road to provide a left-turn lane and two right-turn-only lanes northbound, a southbound through lane, and a bike lane in each direction.

The affected parking spaces are adjacent to commercial and industrial uses. There appears to be sufficient off-street capability to satisfy parking requirements. Therefore, removal of the on-street parking is not expected to have a significant impact.

(Note: These improvements are designed to enhance project access via the Cover Street-Cherry Avenue route and should be implemented with Mitigation Measures V.L-9 and V.L-14.)

Trigger Value: Pursuant to Development Agreement schedule.

V.L-9 Bixby Road and Cherry Avenue (Intersection 59, Cities of Long Beach and Lakewood): Remove on-street parking on Bixby Road between Cherry Avenue and Industry Avenue (up to approximately 37 spaces, including nine commercial [yellow zone] spaces), and restripe the east leg of Bixby Road to provide one left-turn lane, one left-turn/through shared lane and one right-turn-only lane.

The affected parking spaces are adjacent to commercial uses. There appears to be sufficient off-street capability to satisfy parking requirements, with the possible exception of delivery/service needs. Therefore, removal of some of the on-street parking may result in a shortage of parking in the area during times of peak demand.

(Note: This improvement is designed to enhance project access via the Cover Street-Cherry Avenue route and should be implemented with Mitigation Measures V.L-8 and V.L-14.)

Trigger Value: Construction of MM V.L-8, above.

V.L-10 Conant/B Street and Lakewood Boulevard (Intersection 60, City of Long Beach): Construct B Street as a fully improved public street, with additional roadway width provided approaching Lakewood Boulevard to provide one left-turn lane, one through lane and two right-turn-only lanes eastbound. Restripe and convert the right-turn-

only lane on the east leg of Conant Street to a westbound through/right-turn shared lane. Modify the existing traffic signal at Conant Street as necessary to control this intersection. No on-street parking removal is anticipated.

(Note: This improvement will not fully mitigate the project impact to a less than significant level.)

Trigger Value: First project residential certificate of occupancy for construction of B Street and 3,832 P.M. peak-hour trips for restriping changes to Conant Street.

V.L-11 Wardlow Road and Cherry Avenue (Intersection 65, City of Long Beach): Remove on-street parking on Cherry Avenue; widen on both sides of the south leg of Cherry Avenue; shorten the raised island on the north leg; and restripe the north and south legs to provide a third southbound through lane.

The affected parking spaces are adjacent to commercial and residential uses. There appears to be sufficient off-street capability to satisfy parking requirements. Therefore, removal of the on-street parking is not expected to have a significant impact.

(Note: This improvement is designed to enhance project access via Cherry Avenue.)

Trigger Value: 1,905 P.M. peak-hour trips.

V.L-12 Douglas Center Drive/Project Access Roadway (new) and Lakewood Boulevard (Intersection 105, City of Long Beach): Construct the project roadway as a fully improved public street. Modify the raised island on Lakewood Boulevard for left-turn channelization and restripe to provide a northbound left turn accessing the project roadway. Modify the existing traffic signal at Douglas Center Drive as necessary to control this expanded intersection. No on-street parking removal is anticipated.

(Note: This improvement is designed to enhance project access capacity on Lakewood Boulevard.)

Trigger Value: Certificate of occupancy for first project building along project roadway between First Street and Lakewood Boulevard.

V.L-13 A Street (new) and Lakewood Boulevard (Intersection 106, City of Long Beach): Construct A Street as a fully improved public street. Open and modify the raised island on Lakewood Boulevard to provide left-turn channelization and restripe to provide a northbound left-turn lane accessing A Street. Install a traffic signal with the ATCS upgrade to control this intersection.

(Note: This improvement is designed to enhance project access capacity on Lakewood Boulevard.)

Trigger Value: First project residential certificate of occupancy.

V.L-14 Cover Street and Cherry Avenue (Intersection 108, Cities of Long Beach and Lakewood): Remove on-street parking on the east side of Cherry Avenue (up to approximately 12 spaces) and both sides of Cover Street (up to approximately 24 spaces); open and modify the raised island on Cherry Avenue between Roosevelt Road and Bixby Road, and restripe to provide a southbound left-turn lane accessing Cherry Avenue and a third northbound through lane. Restripe Cover Street to provide a second westbound right-turn-only lane and no westbound left-turn lane. Remove the stop sign control on Cover Street and install a "half signal" that controls all movements except for the southbound through movement on Cherry Avenue.

The affected parking spaces are adjacent to commercial and industrial uses. Some of these uses may not have sufficient off-street capability to satisfy parking requirements. Therefore, removal of the on-street parking may result in a shortage of parking in the area during times of peak demand.

(Note: This improvement is designed to enhance project access via the Cover Street-Cherry Avenue route and should be implemented with Mitigation Measures V.L-8 and V.L-9.)

Trigger Value: Construction of MM V.L-8, above.

V.L-15 Carson Street and First Street (new) (Intersection 109, City of Long Beach): Construct First Street as a fully improved public street. Restripe Carson Street to provide a westbound left-turn lane accessing First Street. Install a traffic signal with the ATCS upgrade to control this intersection. No on-street parking removal is anticipated.

Trigger Value: Certificate of occupancy for first Project building along First Street between Carson Street and A Street.

Project Transportation Demand Management (TDM) Program

V.L-16 Prior to the issuance of the first building permit for any Office Park ("Commercial District") use, the Applicant shall submit for City approval a Transportation Demand Management (TDM) Program. The TDM Program shall be designed to achieve a 20 percent reduction in P.M. peak-hour trips generated by the Office Park ("Commercial District") uses. The employee commute mode choice shall be annually monitored and the TDM Program adjusted, if necessary, to achieve a 20 percent trip reduction. The City shall determine, based on actual performance, whether the TDM Program will reasonably achieve a 20 percent reduction in P.M. peak-hour trips. The City shall not issue building permits for Office Park ("Commercial District") uses beyond 2,520,000 gross sq.ft., except to the degree to which actual reductions have been achieved and subject to any adjustments for equivalency conversion between uses. The following formula shall be used for this determination:

Allowable Office Park ("Commercial District") Building Area = (80% x 3,150,000 gross sq.ft.) + (% actual trip reduction achieved x 3,150,000 sq.ft.)

The issuance of building permits for Office Park ("Commercial District") uses shall be subject to the limitation that the Office Park ("Commercial District") building area shall not exceed 3,150,000 gross sq.ft. unless other uses are reduced in size by the equivalency procedures. In the event that the equivalency procedures are used, the 3,150,000 gross sq.ft. limits described above shall all be adjusted accordingly.

The TDM program may include but not be limited to the following measures:

- On-Site Employee Transportation Coordinator (ETC)—The ETC would be a full-time position. The ETC would be responsible for maintaining the transportation displays and providing services such as on-site monthly transit pass sales, assistance with carpool/vanpool matching, oversight of the carpool/vanpool program and other ridesharing related services. The ETC would

also coordinate resources and ideas with other transportation management organizations.

- On-Site Transportation Management Office—This facility would be a dedicated office for the ETC and any support personnel. It would serve as a tangible focal point for the TDM program. The location and contact number of this office would be well publicized so that employees could conveniently call or come in for assistance.

- Preferential Parking Management—The ETC would oversee a preferred employee carpool/vanpool parking program. This program would assign preferential parking spaces (i.e., the more desirable and convenient spaces) to eligible employee carpools and vanpools, and monitor the use of the identified spaces to ensure that they are being properly used.

- Carpool/Vanpool Matching—A ridematching service would be made available to help employees seek carpool and vanpool partners. The ETC would facilitate employee ridematching, with the primary emphasis on matching project employees with one another. The availability of this service would be advertised on on-site transportation displays.

- Vanpool Start-Up Assistance—The ETC would assist employers or employees attempting to initiate vanpool service at the project. This assistance could include research of van leasing arrangements, research of applicable tax credits, increased marketing activity and developing vanpool routes.

- Vanpool Staging Areas—Special vanpool passenger loading/ unloading areas would be established at one or more locations on-site. This incentive would make it more convenient and safer for commuters to load and unload their vanpools outside the normal flow of traffic.

- On-Site Transit Pass Sales—Monthly LBT, joint LBT/MTA, and MTA passes would be available for purchase through the on-site transportation management office (TMO).

- Centralized Information Board—A centralized bulletin board or kiosk with information on alternative transportation modes, including transit, would be provided on-site. A centralized transportation information board with similar information for residents would also be provided on-site.

- New Business/Employee Commuter Benefits/Flier Packet—The ETC would prepare fliers and/or packets outlining key TDM

amenities and services that are made available by the project in support of alternative transportation modes. The fliers/packets would be distributed to employers for their dissemination to employees.

- Guaranteed Ride Home Program—This program would provide the means to those employees who carpool, vanpool, bus, or bicycle to work to have a guaranteed ride home in the event of an emergency or unexpected overtime.

- Other Marketing—The annual state- and regional-level events of California Rideshare Week and Southern California Bike-to-Work Day would be advertised and potentially used as the setting for a site-specific marketing event or transportation fair.

- Shuttle System—This shuttle system would be implemented through a joint arrangement with the City of Long Beach and/or Long Beach Transit, whereby the project would supply the shuttle vehicles and other capital needed to operate the service, and the City agencies would operate the service. It is anticipated that the shuttle system would provide limited stop service to the Metro Blue Line and intersecting bus lines that are en route during the morning and afternoon commute periods, and would operate as a free project circulator during non-commute periods to provide an alternative to walking or short driving trips within the PacifiCenter site.

  - Compressed Work Week Schedule—Implement compressed work week schedules where weekly hours are compressed into fewer than five days.

  - Fleet Vehicles—Develop a program to minimize the use of fleet vehicles during smog alerts for businesses not subject to Rule 2202 or Regulation XII.

Trigger Value: First project building permit for Office Park ("Commercial District") use.

Regional Transportation Improvements

V.L-17 I-405 (San Diego Freeway) Northbound On-Ramp from Southbound Cherry Avenue: Widen within the merge area where the two northbound on-ramps from Cherry Avenue converge to provide an elongation of the merge section for a smoother and safer merge. Relocate the ramp metering location for southbound traffic from

Cherry Avenue to provide added queuing length between the meter and Cherry Avenue.

Trigger Value: No later than 5,000 P.M. peak-hour trips.

Residential Street Measures

V.L-18: The Applicant shall make an initial lump sum payment of $250,000 to the City of Long Beach, which the City shall administer for the study, design and implementation of neighborhood traffic management measures to deter potential project traffic intrusion into the residential areas analyzed in the Draft EIR. The City shall coordinate with the City of Lakewood and other neighborhood groups in residential areas that may also be significantly affected by such traffic intrusion. Potential neighborhood traffic management measures may include, but not be limited to the following: additional Stop signs; speed humps; turn restrictions; signal timing strategies; signalization prohibiting through traffic movements; parking restrictions; diverters; chokers; cul-de-sacs; partial cul-de-sacs; median islands; woonerfs ("chicanes"); traffic circles; one-way streets; and residential identity signs, gates or monuments.

If requested by the City, and no sooner than 3,000 P.M. peak-hour trips, and provided that the initial $250,000 payment has been spent and a complete accounting thereof is submitted to and accepted by the Applicant, the Applicant shall make an additional lump sum payment of $250,000 to the City for additional design and implementation of neighborhood traffic management measures for the affected residential areas. Any unused portion of this payment shall be returned to the Applicant within one year after the expiration of the Development Agreement.

Trigger Value: First Project building permit for initial $250,000 payment; 3,000 P.M. peak-hour trips, provided that the initial $250,000 has been spent and accounted for.

Public Transit Measures/Improvements

V.L-19 The Applicant shall consult with Long Beach Transit (LBT) and the Metropolitan Transportation Authority (MTA) to address the project's anticipated transit demand needs.

Bicycle Facility Improvements

V.L-20 In keeping with the intent of the Long Beach Bicycle Master Plan, the project will continue to provide a Class I bike lane within the Carson Street parkway adjacent to the site and will provide a bike lane that extends through the project site south from Carson Street and west to the Paramount Boulevard/Cover Street intersection. These bicycle facility improvements will occur simultaneously with the phasing of the on-site streets.

Trigger Value: Pursuant to Development Agreement schedule

Parking Measure

V.L-21 A shared parking analysis will be prepared and submitted to the City of Long Beach for review and approval to justify a reduction in the Code-required on-site parking for the uses that will implement joint-use parking.

Level of Significance After Mitigation: The proposed mitigation measures outlined herein will reduce nearly all of the significant project impacts at the 55 intersections to less than significant levels. However, significant impacts will remain at three intersections. The project will also contribute to significant and unavoidable cumulative impacts at these intersections as well as four other intersections that will not be significantly impacted by the project but will not have improved conditions under the proposed project with mitigation measures as compared to the future no project conditions.

In terms of impacts to the regional transportation system, the project will fund or cause to be funded extensive area-wide mitigation measures on the surface street system, which will have much greater benefit than impact on the regional system. In addition, voluntary improvements to the Cherry Avenue on-ramp to the I-405, which are included as part of the project, will further reduce cumulative impacts to the regional system. Although the CMP credit/debit analysis indicates that the project will have a greater benefit than impact on the regional transportation system, as the project will result in a D/C ratio increase of 0.020 or more with a final LOS of F on eight of the nine I-405 mainline segments analyzed, the project's impacts on these freeway segments are considered significant and unavoidable.

Project impacts to residential street segments can be reduced through the implementation of a mitigation measure requiring the funding for the implementation of neighborhood traffic management measures. If the responsible jurisdiction(s) are unable to implement adequate neighborhood measures, project impacts on possibly up to three significantly impacted residential street segments will be significant and unavoidable.

While impacts associated with construction traffic will be short-term and temporary, they are considered to be a significant and unavoidable impact. Should several projects in the vicinity of the project be constructed at the same time, the project will also contribute to a short-term significant cumulative impact.

The project will provide adequate parking to serve the proposed uses as well as to satisfy parking requirement included in the Code. As such, no significant parking impacts will occur. In addition, significant unavoidable impacts associated with transit, bicycle and pedestrian circulation, and construction traffic will not occur. Finally, the project will not result in a change in air traffic patterns that will cause substantial safety risks or substantially increase hazards due to design features or incompatible uses.

Cumulative Impacts: By the year 2020, poor operating conditions (LOS E or F) are projected during one or both of the peak hours at 70 of the study intersections. The future with project plus mitigation condition will result in an overall improvement to most of the study intersections when compared with future without project conditions due to roadway improvements that will be completed as mitigation for the project. However, at a small number of the intersections (i.e., seven), the future without project condition will have better conditions during one or both of the peak hours as compared with conditions under the proposed project with mitigation measures. This is the case at the seven intersections including the three that will experience significant and unavoidable project impacts. As such, while the project with mitigation will result in improved conditions at a majority of the study intersections, because conditions will not improve at seven of the intersections, the project is considered to contribute to cumulatively considerable intersection impacts.

Cumulative traffic on I-405 and SR-91 within the project vicinity will contribute to the existing congestion on these freeways. All of the analyzed mainline segments will be operating at LOS E or F in 2020 in one or both peak hours either with or without development of the PacifiCenter project. The project includes voluntary improvements to the Cherry Avenue on-ramp at I-405. The project will implement mitigation measures to alleviate these impacts. However, although the project will result in an overall benefit to the regional transportation system, since the project will result in a D/C ratio increase of 0.020 or more with a final LOS of F on eight of the nine I-405 freeway segments analyzed,

the project is considered to contribute to a cumulatively considerable impact to regional freeways.

Cumulative growth will result in traffic increases on residential street segments in the project area. Related projects will be required to mitigate any significant impacts to these roadways, as necessary. However, as the project will possibly result in a significant and unavoidable impact on up to three residential street segments, the project will also contribute to a cumulatively considerable impact on these residential street segments. No other significant cumulative impacts associated with transportation, circulation, or parking will occur.

M.1. WATER

The Long Beach Water Department (LBWD) provides water services for the City of Long Beach, while the City of Lakewood Department of Water Resources provides water services for the City of Lakewood. The majority of LBWD's water supply is imported from the Metropolitan Water District (MWD). The LBWD currently serves the majority of the project site.

A short-term, intermittent demand for water will occur as a result of demolition, excavation, grading, and construction activities on the project site, and will total approximately 3,000 gallons per day (gpd) per acre of construction activities. The additional water demand generated by project construction will be offset by the reduction in water consumption from demolition of existing uses. Overall, demolition and construction activities will require minimal water demand and will not result in a significant impact on the existing water system or available water supplies.

Implementation of the project will result in an increase in water demand for operational uses. Potable water used for domestic purposes within the Long Beach and Lakewood portions of the site will be obtained from the City of Long Beach Water Department and Lakewood Department of Water Resources, respectively, and water used for irrigation and landscaping purposes will be provided by LBWD via the proposed reclaimed water distribution system. The average potable water demand of the proposed project at full buildout will be approximately 1,407,500 gpd, or an increase of approximately 1,331,600 gpd over existing conditions. This increase represents approximately 2.1 percent of the approximately 63 million gpd water demand in LBWD's service area. The peak or maximum daily potable water demand will be approximately 2,420,900 gpd at project buildout. Additionally, total project-related water demand within the Long Beach portion of the site represents approximately 2.0 percent of LBWD's future

average domestic demand estimated in the 2000 Urban Water Management Plan (UWMP).

The average demand for reclaimed water generated by the project will be approximately 402,715 gpd (the site does not currently use reclaimed water); maximum daily demand will be 939,669 gpd, based on an 8-hour nighttime irrigation period, scheduled three times per week. All reclaimed water will be provided by LBWD. The total project-related reclaimed water demand throughout the site represents approximately 3.5 percent of LBWD's future average domestic demand estimated in the 2000 Urban Water Management Plan. Since the LBWD currently utilizes approximately two-thirds of the total reclaimed water produced, the LBWD will have adequate resources to serve the project site. The project will involve new domestic and reclaimed water systems that follow the proposed roadways and provide connections to service individual sites within the PacifiCenter property. The project will also provide for a new 16-inch water line in Paramount Boulevard parallel to the City of Lakewood's existing lines in order to accommodate fire flow requirements in the Lakewood portion of the site. An emergency interconnect between the Lakewood and Long Beach systems is proposed at the city line at the request of the Lakewood Department of Water Resources.

In addition, on-site water systems will be designed and constructed to provide adequate water service and flows for the project site, water conservation measures will be employed, and project implementation will not inhibit the capacity of the system serving the surrounding project area. Based on this information and in consultation with the LBWD and the City of Lakewood Department of Water Resources, the Cities have adequate water supplies to accommodate the demand for domestic and reclaimed water that will be generated by full buildout of the proposed project. Thus, implementation of the project will not result in a significant impact on water supply or services.

In accordance with SB 610, a water supply assessment has been prepared for the Long Beach portion of the PacifiCenter project by the Long Beach Water Department. The LBWD water supply assessment demonstrates that the projected water supplies available during normal, single-dry, and multiple-dry water years included in the City's UWMP 20-year projection will meet the projected water demand associated with the project as well as existing and other planned future uses of LBWD's system. Based on the land uses, estimated floor area, and maximum employment anticipated within the Lakewood portion of the site, that portion of the project does not meet the definition of a project per Section 10912 of the Water Code, and the requirements of SB 610 do not apply.

Mitigation

Based on the analysis provided herein, development of the proposed project will not result in any significant impact to water services. However, the following mitigation measures are proposed to ensure implementation of the project features described herein.

V.M.1-1 Water line abandonment, new water system connections, and the construction of on-site infrastructure needed for future development on-site shall be completed in accordance with the requirements of the City of Long Beach Water Department, City of Lakewood Department of Water Resources, Long Beach Fire Department, and the County of Los Angeles Fire Prevention Division, Engineering and Building Plan Check Unit.

V.M.1-2 The installation of new domestic water infrastructure shall be coordinated with PacifiCenter development and on-site street improvements.

V.M.1-3 The proposed on-site reclaimed water distribution system shall be constructed in accordance with the requirements of the Long Beach Water Department. The installation of new reclaimed water infrastructure shall be coordinated with PacifiCenter development and on-site street improvements.

V.M.1-4 Project development shall comply with State law regarding water conservation measures, including pertinent provisions of Title 20 and Title 24 of the California Government Code regarding the use of water efficient appliances.

Level of Significance after Mitigation: The existing infrastructure of the LBWD is adequate to provide both domestic and fire water demands for the Long Beach portion of the project. Additionally, with the proposed off-site water line improvements along Paramount Boulevard, the Lakewood water system will be adequate to provide both domestic and fire water demands for the Lakewood portion of the project. As such, no significant impacts will result from project implementation.

Cumulative Impacts: Few related projects (Related Project Nos. 6, 12 and 44) that are expected to use segments of the water distribution system serving the project site have been identified in the immediate project locale. Given their size and nature, none of these related projects is expected to use substantive existing or anticipated capacity. However, should developments be proposed in the future that exceed local infrastructure

capacity, the development(s) will be expected to make appropriate infrastructure upgrades. Therefore, no substantive cumulative impacts on local water distribution infrastructure will occur.

Locally, all of the identified related projects located in the City of Long Beach can be conservatively expected to generate an average daily water demand of approximately 2.0 million gallons or roughly 150 percent of the net increase associated with the proposed project. Cumulatively, PacifiCenter and all identified related projects in the City of Long Beach will then increase total existing Long Beach domestic average daily water demand by as much as a combined 6 percent of total City demand. Related projects in the City of Lakewood when combined with the project can be conservatively expected to increase Lakewood's total existing average daily water demand by as much as 2.5 percent. Considering that each City has independently determined that it can adequately supply PacifiCenter's respective water demand and that these determinations are made with an understanding of other projects simultaneously seeking water connection, it is concluded that cumulative water demand in both cities will not exceed foreseeable accessible water supplies. This conclusion is reinforced with the knowledge that both cities may exercise their rights to supplement current supplies with water from the MWD.

On a regional level, since estimates of project employment and residential population growth are within sub-regional as well as regional forecasts made by SCAG, and SCAG forecasts are consistent with MWD's own projections, it can be concluded from a cumulative perspective that the project is consistent with regional planning for future water supplies. The MWD's Integrated Resource Plan has targeted increased conservation, recycling, storage and water transfers to help ensure the region's future water supply. In addition, similar to the proposed project, any future projects will likely include specific features designed to reduce impacts on water supply. Therefore, no significant cumulative impacts on water services will occur in conjunction with project implementation.

M.2. SEWER

Impacts: The Los Angeles County Department of Public Works (LACDPW) serves the portion of the project site within the City of Lakewood, and the Long Beach Water Department (LBWD) provides sewer service to the portion of the site within the City of Long Beach. Under existing conditions, sewage flows from the eastern part of the site are conveyed to a private 15-inch sewer line that solely serves the PacifiCenter site. Flows from the western and central portions of the site are conveyed to the 15- to 21-inch public pipeline running along the Conant Street extension. All site-generated wastewater is treated at either the Long Beach Water Reclamation Plant (LBWRP) or the Joint Water

Pollution Control Plant (JWPCP). Implementation of the proposed project, under worst-case conditions, will generate average sewage flows of approximately 1.33 million gallons per day (mgd) (2.05 cubic feet per second (cfs)), or an additional 1.24 mgd (1.92 cfs) when compared to existing conditions. Peak flows for the project will be 4.22 cfs (2.73 mgd) or 3.94 cfs (2.55 mgd) more than under existing conditions. The existing sewer infrastructure on the site will be replaced by a new system that will be designed to provide adequate service to the project. New sewer lines will range from 8 to 21 inches in diameter and will be located in the proposed roadways. In addition, with approval by LBWD, the private 15-inch main sewer line located on-site will be transferred to LBWD to increase capacity within the public sewer system, with appropriate upgrades undertaken, as necessary and portions of the existing 15- to 21-inch line in Conant Street will be replaced on-site. The existing downstream sewer lines are not currently used to their full capacity and will be able to accommodate the additional sewage flows from the project site. Furthermore, the County Sanitation Districts of Los Angeles County (CSDLA) has indicated that both treatment plants have adequate capacity to treat the additional flows generated by the proposed project. The PacifiCenter project will also comply with all applicable LBWD and LACDPW requirements for design and construction of new sewer infrastructure as well as requirements set forth in Section V.E, Hazards and Hazardous Materials, of the EIR. Therefore, the increase in project-generated wastewater will not exceed the capacity of the sewer delivery system, or the existing capacity of LBWRP or JWPCP. In addition, the proposed improvements to the existing infrastructure will not reduce the ability of the sewer system to serve the surrounding project area. Therefore, impacts associated with demand for sewer facilities will be less than significant.

Mitigation

Based on these analyses, implementation of the PacifiCenter project will result in less than significant impacts on sewer service. However, the following mitigation measures are proposed to ensure implementation of the project features described above.

V.M.2-1 The proposed on-site sewer line improvements and associated sewer line connections located within the City of Lakewood portion of the project site shall be designed to meet applicable standards set forth by the Los Angeles County Department of Public Works (LACDPW) and shall be maintained by LACDPW. Associated wastewater flows shall discharge into sewer facilities located within the City of Long Beach portion of the project site, and the Long Beach Water Department (LBWD), on behalf of the City of Long Beach, shall accept such flows from the Lakewood portion of the on-site sewer system (approximately 1,000 feet in length). During the design phase of the on-site sewer line improvements, a new sewer manhole shall

be located at the boundary between the Cities of Long Beach and Lakewood as a point of demarcation.

V.M.2-2 Any food service uses located within the project site shall implement a grease control program, as appropriate, that shall include the installation of grease traps at the property, proper maintenance, and regular inspections.

Level of Significance After Mitigation: Implementation of the proposed mitigation measures will ensure that no significant impacts associated with sewer service will occur.

Cumulative Impacts: Cumulative impacts relative to sewage conveyance infrastructure are evaluated locally in the context of anticipated developments expected to utilize the same elements of the sewage collection system. Few related projects that are expected to generate substantive sewage effluent that will consume existing and proposed capacity have been identified in the immediate project locale. In addition, the CSDLA's interceptor trunk sewer (NLBITS) located downstream of the project site and into which nearby related projects (e.g., Related Project Nos. 6, 12, and 44) will ultimately discharge has available capacity of over 5 mgd. Therefore, no substantive cumulative impacts on local sewage collection infrastructure are anticipated in conjunction with this project. The geographic area for the cumulative analysis for sewer treatment is defined as the CSDLA service area. Within its service area, the CSDLA uses SCAG forecasts of future population and employment growth to project needed capacity. Because the CSDLA projects that its existing and programmed wastewater treatment capacity will be sufficient to accommodate the growth forecasts by SCAG, development that is generally consistent with this forecast can also be adequately served by CSDLA facilities. Estimates of project employment and residential population growth fall within SCAG growth projections for the sub-region in Los Angeles County through 2020. Therefore, the project is considered consistent with regional planning for future wastewater treatment capacity and will not contribute to significant cumulative impacts.

M.3. SOLID WASTE

During 2002, approximately 59 percent and 40 percent of the City of Long Beach's solid waste was disposed of at Class III landfills and transformation facilities, respectively. Less than one percent of the City's solid waste was disposed of at Unclassified landfills. Approximately 90 percent of Long Beach solid waste was disposed of at one of the following four landfills: Southeast Resource Recovery Facility (SERRF) (approximately 40 percent); Puente Hills Landfill (36 percent); and Olinda Alpha and Prima Deschecha

Sanitary Landfills (14 percent). In 2002, the majority of Lakewood's solid waste (52 percent) was disposed of at the SERRF, and the remainder (48 percent) was disposed of at Class III landfills (approximately 22 percent of the waste was disposed of at Puente Hills Landfill).

The proposed project will generate a net increase of up to 8,874 tons of solid waste per year when compared to 2001 annual solid waste disposal, for an increase of approximately 1.2 percent of the combined waste disposed of by existing uses within the Cities of Long Beach and Lakewood during year 2002. The regional landfills and the SERRF that are currently used for the disposal of solid waste from Long Beach and Lakewood have sufficient capacity to accommodate the demand for Class III disposal facilities generated by the PacifiCenter project. In addition, adequate storage space will be allocated for the collection and loading of recyclable materials and a program to divert 30 to 50 percent of the commercial waste will be implemented. As such, the increase in solid waste generation associated with operation of the PacifiCenter project will not exacerbate landfill capacity shortages in the region to the point of altering the projected timeline of any landfill to reach capacity.

Construction of the proposed project will generate an estimate of 57,000 tons of building material and hardscape. The majority of this material will be processed and reused on-site. About 2,250 tons of materials will be disposed of at Unclassified landfills. As the Unclassified landfills have sufficient capacity to accommodate the demand generated by construction activities, no significant solid waste impacts associated with construction will occur.

With the proposed storage space for recycling, the program to divert commercial waste, and the reuse and recycling of construction and demolition debris, the project will comply with federal, state, and local statutes and regulations related to solid waste.

Mitigation

To ensure that recycling is facilitated, the following mitigation measures are prescribed:

V.M.3-1 The allocation of adequate storage space for the collection and loading of recyclable materials shall be included in the design of buildings and waste collection points throughout the PacifiCenter site to encourage recycling. Recycling shall be provided for residential developments with four or more units as well as commercial and light industrial developments.

V.M.3-2 A program shall be implemented by the City or private hauler to divert 30 to 50 percent of the waste generated by the project's commercial uses. The precise percentage to be diverted will depend on the specific commercial use to be implemented and will be defined by the City of Long Beach Environmental Services Bureau and the City of Lakewood Department of Public Works.

Level of Significance After Mitigation: Implementation of the mitigation measure will facilitate recycling on site and will therefore help to ensure that the project's impact on regional solid waste disposal capacity is minimized to the extent feasible. However, cumulative impacts associated with disposal to Class III landfills will remain significant and unavoidable.

Cumulative Impacts: Related Project Nos. 44, 77, 6 and 12 will contribute to an increased demand for landfill capacity for solid waste from construction activities and ongoing operations. Similar to the proposed project, these projects are expected to recycle and reuse a large portion of the construction debris, thereby reducing the amount of material disposed of at landfills. As demonstrated earlier, the region's Unclassified landfills face no capacity shortfall. Therefore, impacts on the region's Unclassified landfills capacity due to construction activities related to the proposed project and related projects will be less than significant. Solid waste generation from the operation of 86 related projects is estimated to be approximately 55 tpd; cumulative waste generation including the PacifiCenter project will total an estimated 88 tpd. Due to recognized long-term capacity shortages, although development of the project itself will not exacerbate landfill shortages in the region, when considering the project together with other future growth expected by SCAG through 2020, cumulative impacts associated with solid waste disposal will be significant.

M.4. ENERGY

Under existing conditions, Southern California Edison (SCE) provides electricity service to the project site via the two 66-kV lines located along Carson Street that supply the Boost substation, located on a Boeing property immediately east of Lakewood Boulevard, located on the site. Long Beach Energy (LBE) provides the portion of the site within the City of Long Beach with natural gas. In light of current uses and separately permitted demolition activities on-site, LBE extended an 8-inch gas main along Conant Street west of Lakewood Boulevard in 2002, with sufficient capacity to serve the PacifiCenter project. The Lakewood portion of the site does not currently require natural gas, and although the Southern California Gas Company (SoCal Gas) provides natural gas services to the City of Lakewood, any future gas service for this area will be provided

by either SoCal Gas or LBE, based upon mutual agreement between the two utilities. The existing on-site electric and natural gas distribution systems are owned and operated by the Boeing Company.

The project will entail the replacement of less efficient and energy-intensive land uses (i.e., aircraft production and associated aviation-related uses) with new uses, structures, and systems that have higher efficiency energy utilization and meet updated regulatory standards.

The peak electrical demand associated with project buildout will be approximately 32.6 megawatts (MW), an increase of 29.5 MW relative to baseline conditions, and annual consumption, projected at 193,629 MWh, will increase by 175,397 MWh. Based on projections for SCE's service area in 2012, the project-related peak demand will represent 0.13 percent of that forecast and maximum project-related annual consumption will represent 0.17 percent of forecast growth. A new underground electrical distribution system to be operated and maintained by SCE will be constructed on-site and will replace the existing private system. Initially the proposed system will connect to an existing 12-kV distribution line adjacent to the site, which SCE has indicated has available capacity to serve initial development. As electricity demand increases concurrent with the phasing of development over time, SCE will construct an on-site 66-kV/12-kV substation (by approximately 2009) to replace the Turbo and Stress substations being removed from the site. The new substation will connect to the existing 66-kV transmission lines along Carson Street. SCE anticipates that less than 25 percent of the substation's capacity will be needed for the PacifiCenter site at full buildout, with the additional capacity available for future demand from off-site uses. Off-site improvements will not be necessary, and the supply and distribution of power within the project area will not be reduced or inhibited as a result of project implementation. As such, impacts relating to electricity will be less than significant.

Development of the proposed project will generate a demand of approximately 32.9 million cubic feet per month (cu.ft./mo.) of natural gas for an increased demand of approximately 31.3 million cu.ft./mo. over baseline conditions. A new gas distribution system will be constructed on-site and will replace the existing private system. The proposed system will connect to existing on- and off-site gas transmission lines (i.e., the new 8-inch gas main which currently supplies the Boeing Enclave and LBE's existing distribution facilities along Carson Street). Project gas demand represents approximately 0.70 percent of LBE's total daily delivery capacity. In addition, the efforts of SoCal Gas to increase the availability of natural gas through transmission expansion projects and the withdrawal of gas from several of its storage fields will ensure that adequate supplies will continue to exist. Substantial adverse physical impacts associated with the construction or

provision of new or physically altered energy transmission facilities will not occur, and the project will not result in the use of substantial amounts of natural gas. Therefore, the supply and distribution of natural gas within the area surrounding the project site will not be reduced or inhibited as a result of project implementation, and significant impacts to local or regional supplies will not occur.

Mitigation

Although the project will not result in a significant impact related to energy, the following mitigation measures are provided to ensure that on-site electricity and natural gas system improvements are implemented to the satisfaction of SCE and LBE.

V.M.4-1 The installation of new utility infrastructure and underground substructures shall be coordinated with PacifiCenter development and on-site street improvements. New electricity and natural gas facilities shall utilize current design, construction, and operating specifications and shall be installed per the construction standards and tariffs of Southern California Edison and Long Beach Energy, respectively.

V.M.4-2 During project development, the project Applicant shall coordinate with Southern California Edison to construct a new electric substation on-site or ensure that adequate infrastructure capacity is otherwise provided. The precise location of the substation shall be determined based on input from Southern California Edison. Refer to Figure 8 in Section III, Project Description, of the Draft EIR for an illustration of potential areas within the site that may be utilized for the substation.

V.M.4-3 The installation of gas meters shall be completed in accordance with the specifications of Long Beach Energy and to the extent feasible, gas meters shall be installed outside.

Level of Significance After Mitigation: No significant energy-related impacts will result from project implementation.

Cumulative Impacts: The geographic area for cumulative analysis of electrical and natural gas demand is defined as the Cities of Long Beach and Lakewood. Based on SCAG's growth projections through 2020, preliminary estimates indicate that future development within the area surrounding the project site will generate an additional peak electrical demand of approximately 121 MW with estimated annual consumption of approximately 715,631 MWh. This additional peak demand represents approximately

0.48 percent of that forecast for SCE's service area in 2012; the cumulative annual electricity consumption represents approximately 0.57 percent of the SCE service area forecast. Preliminary estimates for future development in the area indicate an additional natural gas demand of approximately 171 million cu.ft./mo. by project buildout, representing approximately 3.6 percent of LBE's total delivery capacity. SoCal Gas, which has increased its gas receiving capability by 10.7 percent since 2000 with plans for further increases, will service future development in Lakewood. Given the number of expansion projects for major power plants and natural gas facilities that are currently planned or underway, sufficient supplies are anticipated to be available to serve future development. In addition, all development projects will be subject to Title 24 requirements and will be evaluated on a case-by-case basis to determine the need for specific distribution infrastructure improvements. Thus, the project will not contribute to significant cumulative impacts associated with electricity or natural gas.

III. Corrections and Additions

III. CORRECTIONS AND ADDITIONS

This section of the Final EIR provides changes to the Draft EIR that have been made to provide clarification or corrections as a result of public and agency comments or new information. Deletions are shown with ~~strikethrough~~ and additions are shown with underline. Such changes to the Draft EIR are indicated below under the appropriate EIR section heading.

DESCRIPTION OF PREFERRED PLAN RESULTING FROM AGENCY AND COMMUNITY INPUT

As discussed in Section II, Summary, of this Final EIR, as a result of the ongoing environmental process for the project and in response to public comments and concerns expressed during circulation of the Draft EIR, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park. Douglas Park is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths.

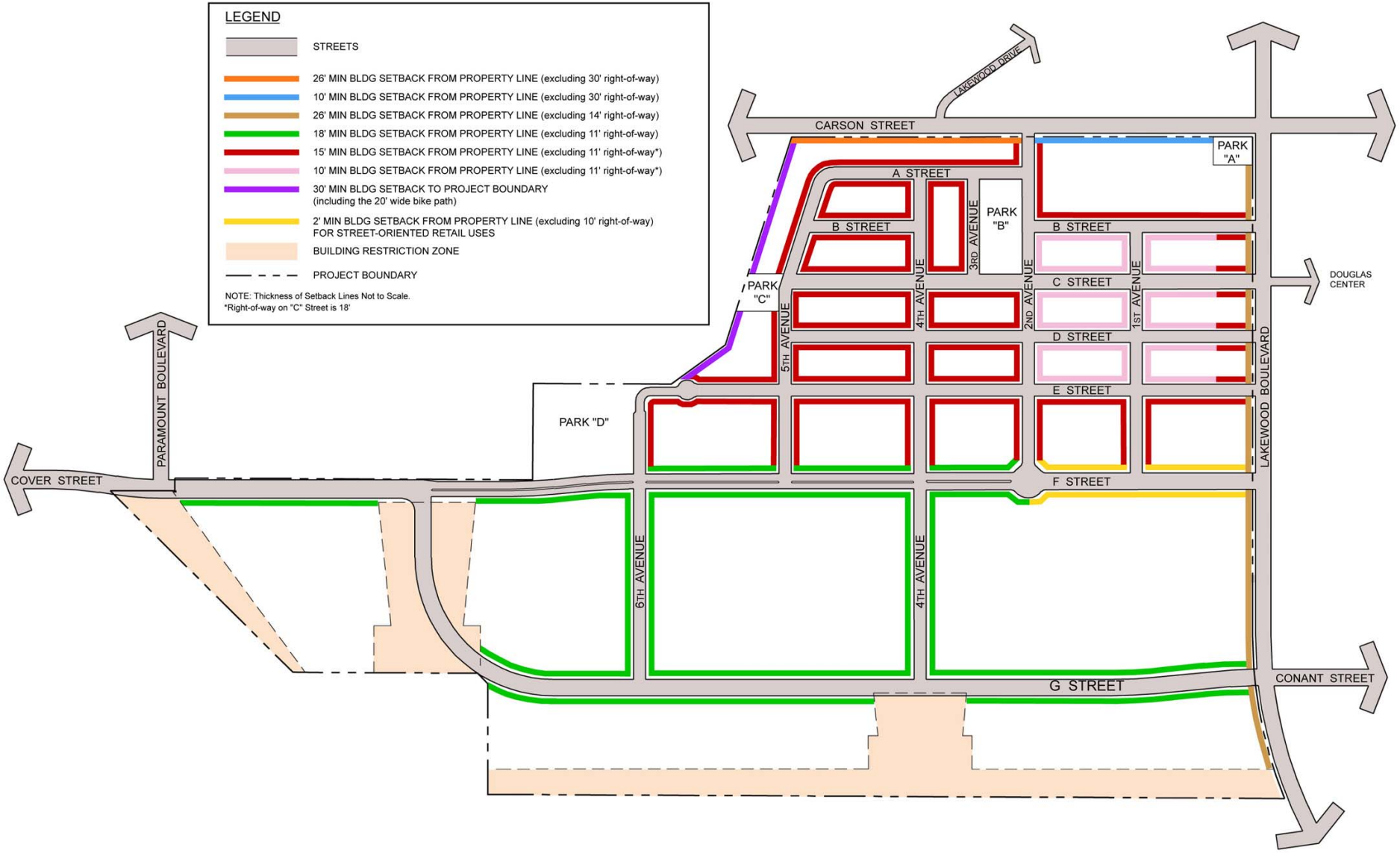
As a result of the revised plan, the Applicant has established development standards for the project, which are set forth in the new Planned Development 32 (PD-32) District for the site. As discussed in Section III, Project Description, of the Draft EIR, the project will require a zone change to adopt the new PD-32 District, including new zoning regulations and development standards for the proposed uses within the site to replace existing PD-19 regulations for the property. The proposed PD-32 Development Standards are available for review at the City of Long Beach Department of Planning and Building and the Department of Community Development at Long Beach City Hall. The following information summarizes the revisions to the development standards and constitutes corrections and additions to be incorporated throughout the Draft EIR, specifically in Section III, Project Description; Section V.A, Aesthetics; and Section V.H, Land Use and Planning, where appropriate. These changes do not affect any of the significance conclusions presented in the Draft EIR.

The proposed development standards continue to address the types and distribution of land uses, building setbacks, and building heights. No changes to the types of uses proposed on-site have occurred, nor has the amount of non-residential floor area proposed been affected. Furthermore, the revised standards regarding development densities, setbacks, and heights are more restrictive than those for PacifiCenter and thus, more protective than those described in the Draft EIR.

As discussed in detail in Section V.A, Aesthetics, minimum setbacks will be established within PD-32 for the primary roadways within the project site. The revised setbacks are illustrated in Figure FEIR III-1 on page 111. These setbacks range from 2 feet within the retail overlay zone for street oriented retail buildings to 10 to 26 feet with an associated 30-foot right-of-way along Carson Street, allowing for a pedestrian sidewalk, a Class I bike path, and landscaping. Twenty-six–foot setbacks (excluding a 14-foot right-of-way) will be introduced along Lakewood Boulevard. The majority of the residential portion of site will have 15-foot minimum street setbacks, and the commercial area will have 18-foot setbacks.

The single-family residences under the Douglas Park plan will be developed with a net density of 7 to 14 units per acre. The low- to medium- density areas will be developed with a net density of 14 to 25 units per acre while the medium- to high-density areas will be developed with a net density of 40 to 50 units per acre.

Building heights will be governed by nine height zones, as illustrated in Figure FEIR III-2 on page 112. All height zones will comply with FAA Part 77 height requirements and/or LBMC requirements, whichever are more restrictive. Within these height zones, maximum building heights will range from 28 feet (two stories) to 100 feet (nine stories) above proposed grades. The tallest structures will be located within the northeastern portion of the proposed Commercial area, located primarily between F and G Streets (formerly A and B Streets) and extending from Lakewood Boulevard to 4th Avenue. The remainder of the Commercial area south of F Street and east of G Street within the City of Long Beach will have 60-foot (four-story) building heights. The minimum Commercial height zone will be located in the City of Lakewood; building heights in this area will be limited to 14 to 55 feet. Within the Housing area of the site, building heights east of 4th Avenue and within the first 100 feet south of Carson Street will be limited to 35 feet above the curb elevation, similar to heights allowed by the R-1 zoning for the existing residential uses north of Carson Street. Within the eastern portion of the Housing area along Lakewood Boulevard (with the exception of the

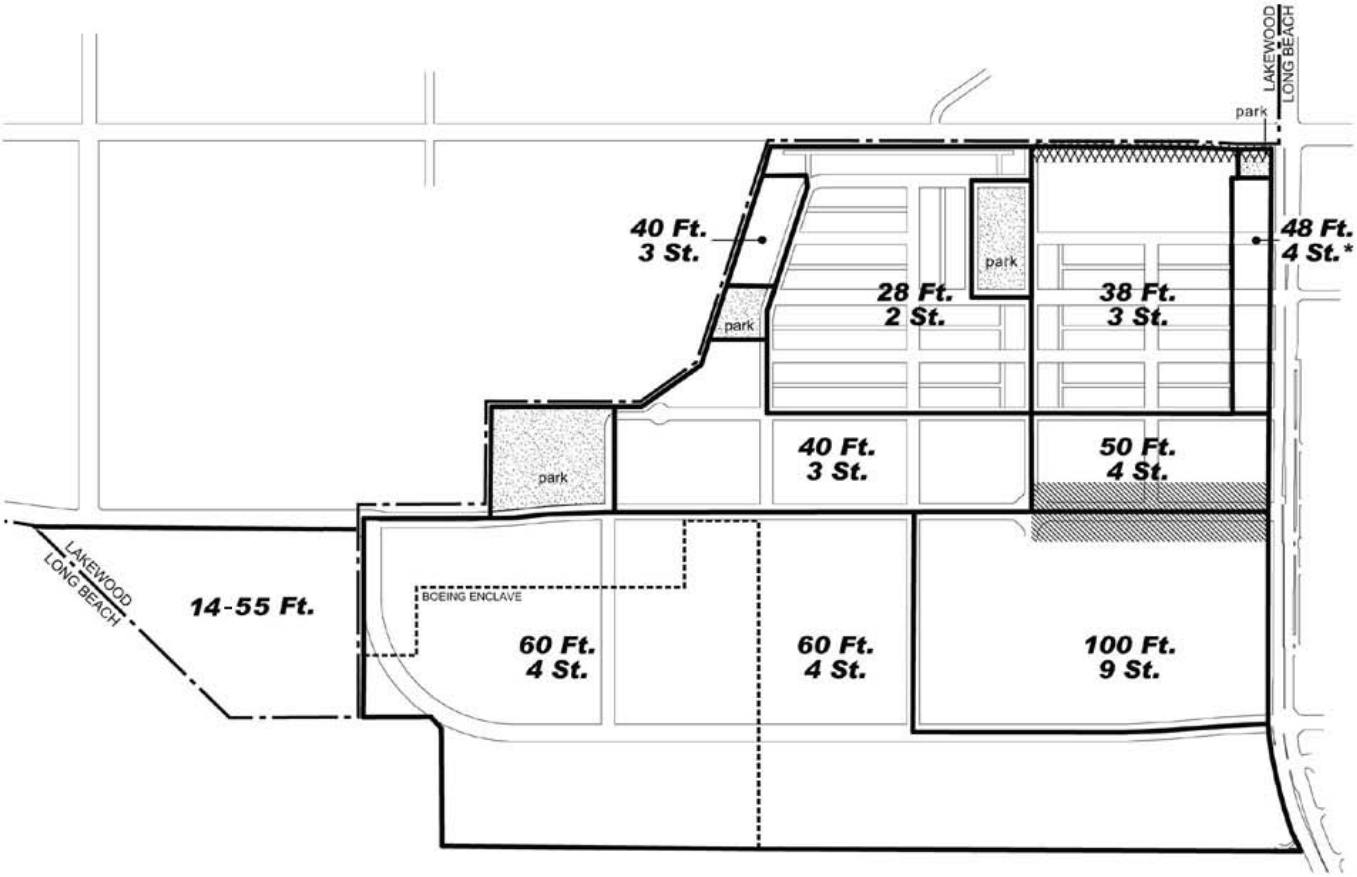


PCR

Scale not provided

Source: Boeing Realty Corporation

Figure FEIR III-1
Revised Setbacks



Story (St.) : *As defined in LBMC Section 21.15.2940*

* *Maximum 3 Habitable Residential Stories*

Proposed Parks
(Maximum Bldg. Height = 30 Ft. with exceptions for band shells, overhead structures and sculptural elements)

Mixed-Use Overlay Zone
(See special development standards for sub areas 1A & 7)

NOTE : The maximum height limits indicated on this map are further detailed in the special development standards. These heights shall be used in conjunction with Part 77 of the FAA Regulations Map dated 6-21-1982 (or as updated).

35-foot height limitation
This height zone runs from the curb at Carson Street to a line 100 ft. south of the curb, and from Lakewood Blvd. at the east to 2nd Street along the west. (See special development standards for sub area 3)

PCR

Not to scale

Figure FEIR III-2
Revised Height Zones

Source: Boeing Realty Corporation

portion that is immediately adjacent to Carson Street), structures will be limited to 48 feet (four stories, of which only three may be habitable residential stories) above the curb elevation. Immediately east of 2nd Avenue, heights will be limited to 38 feet (three stories), and west of 2nd Avenue heights will be limited to 28 feet (two stories). The northwestern portion of the Housing area fronting the Lakewood Country Club golf course will be limited to 40 feet (three stories) in height above the curb elevation. Residential structures nearest F Street will be limited to 50 feet (four stories) east of 2nd Avenue and 40 feet (three stories) west of 2nd Avenue.

SECTION I. SUMMARY

Section II, Summary, of this Final EIR incorporates revisions to Section I, Summary, of the Draft EIR based on comments and responses to comments received on the Draft EIR (see Section IV, Responses to Written Comments, of this document) and other necessary corrections to the document, including revisions to mitigation measures presented in the Draft EIR.

SECTION II. PROJECT DESCRIPTION

Volume I, Section II, Project Description, page 128. Revise the last sentence at the bottom of the page as follows:

> Class I bike lane improvements will be provided along ~~a portion of~~ Carson Street~~,~~ and ~~Class II~~additional bike lane improvements will be provided ~~on 1st Street as well as on A Street between 1st Street and Paramount Boulevard~~through the project site.

SECTION IV. OVERVIEW OF ENVIRONMENTAL SETTING

Volume I, Section IV, Overview of Environmental Setting, page 156, under Transportation/Traffic and Parking. After the first sentence, add the following sentence:

> Lakewood Boulevard, which is SR-19 north of Del Amo Boulevard, also provides regional access to the project site.

SECTION V.B. AIR QUALITY

Volume I, Section V.B, Air Quality, Table 9, page 244. Revise the footnotes of Table 9 as follows:

[a] Maximum daily emissions during Phase 1 includes Year 2005 Phase 1 Site Preparation.

[b] Maximum daily emissions during Phase 2 includes Year 2008 Phase 1 Building Construction and Year 2008 Phase 2 Site Preparation.

[c] Maximum daily emissions during Phase 3 includes Year 2010 Phase 2 Building Construction and Year 2010 Phase 3 Site Preparation.

[d] Maximum daily emissions during Phase 4 includes Year 2014 Phase 4 Site Preparation.

Volume I, Section V.B, Air Quality, page 267. After the first mitigation measure, add the following new Mitigation Measures:

V.B-1a Excavating and grading operations shall be suspended when wind gusts (as instantaneous gusts) exceed 25 mph.

Monitoring Phase: Construction

Enforcement Agency: City of Long Beach Planning and Building Department and City of Lakewood Community Development Department

Monitoring Agency: City of Long Beach Planning and Building Department and City of Lakewood Community Development Department

Action Indicating Compliance: Field Inspection

V.B-1b Non-toxic soil stabilizers shall be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive ten days or more).

Monitoring Phase: Construction

Enforcement Agency: City of Long Beach Planning and Building Department and City of Lakewood Community Development Department

Monitoring Agency: City of Long Beach Planning and Building Department and City of Lakewood Community Development Department

Action Indicating Compliance: Field Inspection

Volume I, Section V.B, Air Quality, page 268. Revise Mitigation Measure V.B-3 as follows:

V.B-3 Streets shall be swept as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public paved roads. Street sweepers shall be SCAQMD Rule 1186 certified and water sweepers shall use reclaimed water where feasible.

Volume I, Section V.B, Air Quality, page 269. Revise Mitigation Measure V.B-8 as follows:

V.B-8 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will have their engines turned off after ten minutes when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

SECTION V.E. HAZARDS AND HAZARDOUS MATERIALS

Volume I, Section V.E, Hazards and Hazardous Materials, page 374. Revise the second sentence of the second paragraph as follows:

These USTs as well as any previously unidentified USTs that may be encountered during the ACER program will be removed in accordance with applicable Federal, State, Los Angeles County Department of Public Works (LACDPW) Environmental Programs Division, and local Long Beach Fire Department regulatory requirements discussed above, as appropriate.

SECTION V.F. HYDROLOGY

Volume I, Section V.F, Hydrology, page 401. Revise the third bullet as follows:

- In an effort to minimize the potential impact of street flooding within the PacifiCenter site, all new on-site storm drains~~, with the exception of the RCB drain along the southern site boundary~~ will be sized to convey a 25-year storm event, with the combined capacity of each storm drain and street right-of-way~~s~~ accommodating a 50-year storm event.[184] Please refer to Table 22 on page 402 for a summary of the major facilities of the proposed on-site storm drain system.[185]

Volume I, Section V.F, Hydrology, page 406. Revise Mitigation Measure V.F-1 as follows:

V.F-1 On-site drainage system improvements shall be completed in accordance with the requirements of the ~~City of Long Beach Department of Public Works and the City of Lakewood~~ Los Angeles County Department of Public Works and shall be coordinated with PacifiCenter development and on-site street improvements.

Monitoring Phase: Pre-Construction

Enforcement Agency: ~~City of Long Beach Department of Public Works and City of Lakewood~~ Los Angeles County Department of Public Works

Monitoring Agency: ~~City of Long Beach Department of Public Works and City of Lakewood~~ Los Angeles County Department of Public Works

Action Indicating Compliance: Approval of Plans/Issuance of building permits

Volume I, Section V.F, Hydrology, page 406. Revise Mitigation Measure V.F-2 as follows:

V.F-2 All new on-site storm drains~~, with the exception of the RCB drain along the southern site boundary,~~ shall be sized to convey a 25-year storm event with the combined capacity of each storm drain and street right-of-way~~s~~ accommodating a 50-year storm event.[186]

Monitoring Phase: Pre-Construction

Enforcement Agency: ~~City of Long Beach Department of Public Works and City of Lakewood~~ Los Angeles County Department of Public Works

Monitoring Agency: ~~City of Long Beach Department of Public Works and City of Lakewood~~ Los Angeles County Department of Public Works

Action Indicating Compliance: Approval of Plans/Issuance of building permits

[186] *Except in a sump condition, in which drain(s) will be designed to convey a 50-year storm event.*

SECTION V.G. WATER QUALITY

Volume I, Section V.G, Water Quality, page 422. Under Subsection C.1, Construction, revise the first sentence of the second paragraph as follows:

> The various separate development sites within the PacifiCenter will also be required to secure a separate NPDES construction permit and prepare a site specific SWPPP as they are developed, if they are greater than one acre.

Volume I, Section V.G, Water Quality, page 428. Revise Mitigation Measure V.G.2, as follows:

V.G-2 The various separate development sites within the PacifiCenter will also be required to secure a separate NPDES construction permit and prepare a site specific SWPPP as they are developed, if they are greater than one acre. Each individual development shall provide storm water controls prior to issuance of a building permit by the appropriate department of the Cities of Long Beach and Lakewood. Development on sites that are greater than one acre shall file an approved SWPPP plan with the respective City and the LARWQCB.

SECTION V.H. LAND USE AND PLANNING

Volume I, Section V.H, Land Use and Planning, page 444. Replace the proposed amendment to the Long Beach Airport Activity Center (page 207 of the Land Use Element) with the following:[15]

> *This **sizeable activity** ~~complex~~ center ~~combines~~ **generates significant** employment~~,~~ **at the Long Beach Municipal Airport and in businesses adjacent thereto. A mix of uses including** commercial office, research and development, manufacturing~~,~~ and **light industrial endeavors,** ~~recreational uses, as well as~~ commercial and private flying **aviation activities, hotels, retail, residential and recreational opportunities are all allowed.** ~~The largest land user is~~ **While** the Airport ~~itself, but the dominant land use is McDonnell Douglas Corporation. It is not only the largest employer in the City, but also is the largest traffic generator. During peak hours, all streets in and around this center are crowded. Nearby office~~*

[15] *Proposed deletions of the existing language in the Land Use Element are shown in double strikeout text and proposed additions are indicated in bold text.*

~~*developments help satisfy the demands of McDonnell Douglas for working space, and contribute as well to the employment base and to the traffic demands. Some visitor-serving uses, particularly hotels, have developed or are on line. The immediate area near the terminal has not reached its economic potential. Conflicts exist between the manufacturing/commercial uses and the nearby residential neighborhoods, especially along Clark Avenue. Because of the great spaces between the many parts of this center, only auto circulation is feasible. The presence of the San Diego Freeway, and its elevation above grade, provide a good advertising opportunity for the future.*~~ ***occupies the greatest amount of land in this activity center, the Boeing Company is also a major landholder and significant employer herein. However, with the downsizing of airplane manufacturing in the United States in recent years, much of the area owned by the Boeing Company has become available for redevelopment. Such redevelopment must provide a mix of uses that not only support existing viable uses but also reinforces and contribute to the positive image and economic health of the Long Beach community.***

Due to the great distances between the many parts of this activity center vehicular circulation is a necessity. However, any redevelopment within this center must provide opportunities for residents, visitors and workers to walk, skate, bicycle or use transit to get around within the center. Reducing automobile dependency will provide a more healthy and amenable lifestyle for residents and will lessen the demand on the transportation infrastructure in the area as well.

POLICIES

Continue to expand high tech, research and development uses, hotels, restaurants, and offices. Retain ***the*** *airport orientation* ***and aviation-related uses*** *as much as possible.* ***As opportunities for redevelopment in the center arise, allow residential uses provided that they are designed to be compatible with and enhance other existing viable uses within and surrounding the center.*** *Do not permit local retail or services into the center, or regional shopping uses without solving the mixed-****use*** *traffic problems which would result. Require architectural and design compatibility with the newer structures. Emphasize visual compatibility, good design~~,~~* ***and*** *landscaping,* ***appropriate*** *traffic generation and* ***traffic*** *management.*

Implement recommendations of area-wide traffic analysis.

Volume I, Section V.H, Land Use and Planning, page 445. Revise the text in 2) to identify the project site as Area D rather than Area A.

Volume I, Section V.H, Land Use and Planning, page 445. Revise 3) to read as follows:

> 3) Amend the Airport Activity Center graphic (page 208 of the Land Use Element) to modify the southern boundary of the activity area to include the entire 238 acres of the project site. Finally, amend the northern and southern boundaries of the area that currently borders Carson Street to the east of Lakewood Boulevard to reflect the area that is zoned PD-19.

Volume I, Section V.H, Land Use and Planning, page 447. After 9) add the following text:

> 10) Amend Figure 24a, page 130a of the Transportation Element to delete the previously proposed routes and to reflect the proposed bicycle path.

Volume I, Section V.H, Land Use and Planning, page 487. Revise Mitigation Measure V.H-3 as follows:

V.H.3 Amendments to the City of Long Beach Land Use Element and map, Transportation Element, Noise Element and Noise Ordinance as well as the zoning for the site shall be approved prior to project approval.

Monitoring Phase: Prior to or concurrent with project approval

Enforcement Agency: City of Long Beach Planning and Building Department

Monitoring Agency: City of Long Beach Planning and Building Department

Action Indicating Compliance: Minutes from City Council meeting approving amendments to Land Use Element and map, Transportation Element, Noise Element, and Noise Ordinance as well as the zoning for the site

SECTION V.I. NOISE

Volume I, Section V.I, Noise, page 550 and 551. Revise Mitigation Measure V.I-15 as follows:

V.I-15 All persons purchasing, leasing, or renting residential land or property within the ~~PacifiCenter~~ development shall be required to sign an Acknowledgement of Notice of Airspace And Avigation Easement as provided in the Development Agreement for the project. The Acknowledgement of Notice of Airspace And Avigation Easement ~~"acknowledgement covenant"~~ shall specify the portion of the property being purchased, or leased, or rented; shall disclose that an Airspace and Avigation Easement has been recorded against the property and is binding upon all persons owning, leasing or using the portion of the property being sold, leased, or rented; and disclose the fact that the subject property is in the immediate vicinity of the Airport; ~~which acknowledges the fact that residential properties are near an airport, that there may be low level aircraft overflights, and~~ that there may be noise and other related impacts because of proximity to the Airport; that the proximity to the Airport may affect normal activities on, and the comfortable use and enjoyment of property; and that market value may be adversely affected. In addition, the Acknowledgment will contain an express acknowledgment by the purchaser, renter, or lessee that it is purchasing or leasing the specified portion of the property subject to a recorded Airspace And Avigation Easement and that, in so doing, it is waiving legal claims and rights which it might otherwise have with respect to the aviation activities permitted by the Easement. ~~Eimpacts because of proximity to the Airport and overflights. In addition, the acknowledgment covenant shall acknowledge the avigation easements, which waive the right to take legal action in connection with aircraft noise.~~

Monitoring Phase: Operation

Enforcement Agency: City of Long Beach Planning and Building Department ~~and City of Lakewood Community Development Department~~

Monitoring Agency: City of Long Beach Planning and Building Department ~~and City of Lakewood Community Development Department~~

Action Indicating Compliance: Evidence of Acknowledgement

Volume I, Section V.I-19, Noise, page 552. Revise Mitigation Measure V.I-19 as follows:

V.I-19 The electrical substation shall include an eight-foot high wall surrounding the electrical substation area if it is to be located within a residential area.

SECTION V.J.2 HOUSING

Volume I, Section V.J.2, Housing, page 580, Footnote 307. Revise Footnote 307 as follows:

Refer to Table ~~52~~ 53 in Section V.J.3, Population, for a breakdown of the proposed housing unit mix.

SECTION V.K.1 POLICE

Volume II, Section V.K.1, Police, page 599. Revise the first and second paragraph as follows:

Currently, the East Police Division is staffed by ~~108~~ 107 sworn officers and ~~4~~ 6 non-sworn personnel, which include supervisors, sworn administrative staff, patrol beat officers, and community policing officers. The average response time in the East Police Division service area for emergency calls is based on the classification of the call. Average response times are currently 5.3 minutes for priority 1 calls (defined as when the life or property of a citizen is in imminent danger), ~~19.7~~ 20.6 minutes for priority 2 calls (defined as the disturbance of the peace or the general well being of a person or property), and 30.7 minutes for priority 3 calls (defined as reports and parking problems). The LBPD goal for police response times for priority 1 calls is under five minutes. As shown in Figure 58, Lakewood Boulevard provides a direct route from the East Police Division Station to the project site.

Crimes are divided into two major categories, Part I and Part II. The Part I category consists of the most serious crimes including homicide, rape, robbery, assault, burglary, larceny, arson, and auto theft. The Part II category includes such events as malicious mischief, suicide attempts, accidental injuries, accidental deaths, missing persons, and other events.[316] In the year ~~2002~~2003, the East Police Division handled ~~57,260~~ 55,966 calls for service within its boundaries.[317] In addition, there were ~~6,664~~ 5,914 Part I crimes reported for the East Police Division in the year ~~2002~~ 2003.[318]

Volume II, Section V.K.1, Police, page 599, Footnote 318. Revise Footnote 318 to reflect updated information as follows:

> Major crimes include violent crimes and property crimes. Cases reported by the LBPD's East Police Division in ~~2002~~ 2003 include: ~~15~~ 6 murders, ~~40~~ 34 sex crimes, ~~322~~ 286 robberies, ~~367~~ 410 assaults, ~~1,152~~ 1,015 burglaries, ~~1,087~~ 1,026 auto thefts, ~~3,644~~ 3,088 thefts, and ~~37~~ 50 arsons.

Volume II, Section V.K.1, Police, page 603, Subsection C, Project Features. Revise as follows:

> The proposed project will provide for numerous on-site security features using Crime Prevention through Environmental Design (CPTED) principles. Such features will include, but not be limited to:

- Lighting of parking structures, elevators and lobbies to reduce areas of concealment;
- Lighting of building entries and pedestrian walkways to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;
- Building addresses that are visible from the street and roof to facilitate emergency response;
- Provision that ATMs (cash machines) and public phones are located in visible areas and away from bus stops;
- Provision that lighting, fencing and landscaping within commercial areas, residential areas, parks, and other public amenities are placed in a manner that maximizes visibility and minimizes opportunities for hiding;
- Public spaces that are designed to be easily patrolled and accessed by public safety personnel; and
- Design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites.

Volume II, Section V.K.1, Police, page 606. Revise the second paragraph as follows:

Although the portion of the project site located within the City of Lakewood will not generate residents, an increase in demand for services could result from the additional employees and vehicles in the area surrounding the project site. To meet the additional demand, the Los Angeles County Sheriff's Department has indicated that it will be necessary to increase the personnel by one traffic unit during peak hours on weekdays.[Footnote] Project-generated municipal revenue could be used to offset some of the costs associated with this increased demand for police staffing and equipment in ~~the provision of additional capacity as determined appropriate by~~ the City of Lakewood and the Sheriff's Department.

[Footnote] City of Lakewood letter to Angela Reynolds of Long Beach Department of Planning and Building, dated April 12, 2004.

Volume II, Section V.K.1, Police, page 609. Revise Mitigation Measure V.K.1-2 as follows:

V.K.1-2: The Applicant shall incorporate Crime Prevention through Environmental Design (CPTED) principles and other crime prevention features into the project. Such features ~~that~~ will include, but not be limited to, the following:

- Lighting of parking structures, elevators and lobbies to reduce areas of concealment;
- Lighting of building entries and pedestrian walkways to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;
- Building addresses that are visible from the street and roof to facilitate emergency response;
- Provision that ATMs (cash machines) and public phones are located in visible areas and away from bus stops;
- Provision that lighting, fencing and landscaping within commercial areas, residential areas, parks, and other public amenities are placed in a manner that maximizes visibility and minimizes opportunities for hiding;
- Public spaces that are designed to be easily patrolled and accessed by public safety personnel; and

- Design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites.

Monitoring Phase: Post-Construction

Enforcement Agency: City of Long Beach Department of Planning and Building; City of Long Beach Police Department; or City of Lakewood Community Development Department

Monitoring Agency: City of Long Beach Police Department or City of Lakewood/Los Angeles County Sheriff's Department

Action Indicating Compliance: Issuance of Certificate of Occupancy from the City of Long Beach or the City of Lakewood

SECTION V.K.2 FIRE PROTECTION

Volume II, Section V.K.2, Fire Protection, page 613, Table 54. Replace Table 54 with revised Table 54 as shown on page 125.

Volume II, Section V.K.2, Fire Protection, page 615. Revise the first full sentence at the top of the page as follows:

> The District, funded through tax revenue allocations of *ad valorem* property taxes, a voter-approved special tax, and contractual fees paid by some of the cities served, provides fire protection, paramedic rescue services, and other related services from fire stations strategically located within and around the geographical area of cooperating cities.

Volume II, Section V.K.2, Fire Protection, page 624. Beginning with the last sentence of the first paragraph, revise the text as follows:

> Furthermore, the need for additional fire protection and emergency medical services associated with cumulative growth may be addressed through ~~each City's~~the City of Long Beach's annual budgeting process and capital improvement programs, should the City of Long Beach ~~or City of Lakewood~~ determine that service improvements are necessary. Should the LACFD determine that additional services are necessary, the City of Lakewood could contribute to the capital cost

Revised Table 54

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE RESOURCES IN THE PROJECT VICINITY

Station Number	Location	Approximate Distance from Site (miles)	Equipment (Staff)
Long Beach Fire Department			
17	2241 Argonne Avenue	1.8	1 paramedic engine with 4 firefighters 1 truck (ladder) co. with 5 firefighters
19	3559 Clark Avenue	0.5	1 engine with 4 firefighters 1 paramedic rescue with 2 firefighters/paramedics
Los Angeles County Fire Department			
45	4020 Candlewood Street	2.3	1 engine with 3 firefighters 1 truck with 4 firefighters 1 squad with 2 ~~persons~~ firefighter paramedics
122	2600 Greenmeadow Road	0.8	1 engine with 3 firefighters
60	2300 East 27th Street	2.0	1 paramedic engine with 4 firefighters, including 2 firefighter paramedics

Source: Long Beach Fire Department and County of Los Angeles Fire Department, 2001; information verified by Alan Patalano, Deputy Chief, Operations, City of Long Beach, May 8, 2003; information updated by Los Angeles Fire Department in a letter dated November 5, 2003.

directly, through the Redevelopment Agency, or by enacting a developer fee ordinance. However, as described above, the allocation of project-generated revenue to a specific service cannot be guaranteed. Therefore, the combined cumulative impact associated with the project's incremental effect and the effects of other projects could be significant with regard to the provision of services by the LBFD and LACFD.

Volume II, Section V.K.2, Fire Protection, page 617. Revise the third sentence of the first paragraph as follows:

Residential buildings ~~four stories over a retail or parking concrete podium~~three stories in height or containing five or more units, and all residential units over a retail or parking podium which are provided with fire sprinklers, are also required to install sprinklers.

SECTION V.K.4 RECREATION

Volume II, Section V.K.4, Recreation, page 641. Revise the first sentence at the top of the page to correct a typographic error as follows:

> Based on the Year 2000 population within the City of Long Beach (461,522 persons) and the existing open space acreage (~~2,814~~ 2,613 acres), there are 5.6 acres of open space per 1,000 residents in the City of Long Beach.[363]

Volume II, Section V.K.4, Recreation, page 653. Revise Mitigation Measure V.K.4-1 as follows:

V.K.4-1 The Applicant shall be required to ensure that 10.5 acres of active or passive park space is provided on-site, including 9 acres of zoned dedicated and improved public park space and 1.5 acres of private park space.

Monitoring Phase: Post-Construction

Enforcement Agency: City of Long Beach Department of Planning and Building

Monitoring Agency: City of Long Beach Department of Planning and Building

Action Indicating Compliance: ~~Approval of Plans~~ Site Inspection

Volume II, Section V.K.4, Recreation, page 653. After the first mitigation measure, add the following new Mitigation Measures:

V.K.4-1a Playground facilities or an equivalent recreational amenity shall be included in a minimum of two on-site parks.

Monitoring Phase: Post-Construction

Enforcement Agency: City of Long Beach Department of Planning and Building

Monitoring Agency: City of Long Beach Department of Planning and Building; City of Long Beach Parks and Recreation Commission

Action Indicating Compliance: Site Inspection

V.K4-1b A multi-sport overlay field, consisting of a youth-sized football/soccer field with a youth-sized baseball/softball backstop, or an equivalent recreational amenity shall be included in at least one of the on-site parks.

Monitoring Phase: Post-Construction

Enforcement Agency: City of Long Beach Department of Planning and Building

Monitoring Agency: City of Long Beach Department of Planning and Building; City of Long Beach Parks and Recreation Commission

Action Indicating Compliance: Site Inspection

V.K4-1c A recreational center, with a floor area equal to one square foot per resident, or an equivalent recreational amenity shall be provided on-site.

Monitoring Phase: Post-Construction

Enforcement Agency: City of Long Beach Department of Planning and Building

Monitoring Agency: City of Long Beach Department of Planning and Building; City of Long Beach Parks and Recreation Commission

Action Indicating Compliance: Site Inspection

Volume II, Section V.K.4, Recreation, page 654. Revise Mitigation Measure V.L-20 as follows:

V.L-20 In keeping with the intent of the Long Beach Bicycle Master Plan, the project will continue to provide a Class I bike lane within the Carson Street parkway adjacent to the site ~~between First Street Avenue and Lakewood Boulevard,~~ and will provide a ~~Class II~~ bike lane that extends through the project site south from Carson Street and west to the Paramount Boulevard/Cover Street intersection. These bicycle facility improvements will occur simultaneously with the phasing of the on-site streets.

SECTION V.L. TRANSPORTATION/CIRCULATION AND PARKING

Section V.L, Transportation/Circulation and Parking, b. Existing Conditions, Section (6), Parking, page 687 add the following sentence at the end of this section:

> The remainder of the parking not removed in association with the remediation program will be removed as part of the project.

Volume II, Section V.L, Transportation/Circulation and Parking, pages 694 through 701. Upon further review, it was determined that the model link for the 405 freeway southbound off-ramp at Spring Street was inadvertently coded incorrectly. Therefore, replace Table 67 with Revised Table 67 as shown on page 128 of this Final EIR.

Revised Table 67

FUTURE (2020) INTERSECTION LEVEL OF SERVICE CONDITIONS

No.	Intersection	Peak Hour	Future Without Project		Future With Project			Future With Project + TDM/Mitigation Measures		
			V/C	LOS	V/C	LOS	Impact	V/C	LOS	Impact
1	Rosecrans Avenue and Lakewood Boulevard	A.M.	0.878	D	0.890	D	0.012	0.863	D	-0.015
		P.M.	1.116	F	1.132	F	0.016	1.098	F	-0.018
2	Alondra Boulevard and Paramount Boulevard	A.M.	0.804	D	0.841	D	0.037	0.796	C	-0.008
		P.M.	0.957	E	1.013	F	0.056*	0.953	E	-0.004
3	Alondra Boulevard and Lakewood Boulevard	A.M.	0.893	D	0.932	E	0.039*	0.899	D	0.006
		P.M.	1.099	F	1.126	F	0.027*	1.090	F	-0.009
4	Flower Street and Lakewood Boulevard	A.M.	0.712	C	0.750	C	0.038	0.676	B	-0.036
		P.M.	0.851	D	0.884	D	0.033	0.801	D	-0.050
5	SR-91 W/B On/Off Ramps and Cherry Avenue	A.M.	0.584	A	0.588	A	0.004	0.548	A	-0.036
		P.M.	0.650	B	0.656	B	0.006	0.606	B	-0.044
6	SR-91 E/B On/Off Ramps and Cherry Avenue	A.M.	0.571	A	0.587	A	0.016	0.543	A	-0.028
		P.M.	0.626	B	0.638	B	0.012	0.608	B	-0.018
7	SR-91 W/B On/Off Ramps and Paramount Boulevard	A.M.	0.654	B	0.707	C	0.053	0.659	B	0.005
		P.M.	0.803	D	0.835	D	0.032	0.793	C	-0.010
8	SR-91 E/B On/Off Ramps and Paramount Boulevard	A.M.	0.656	B	0.738	C	0.082	0.672	B	0.016
		P.M.	0.804	D	0.874	D	0.070	0.810	D	0.006
9	SR-91 W/B On/Off Ramps and Lakewood Boulevard	A.M.	0.483	A	0.538	A	0.055	0.481	A	-0.002
		P.M.	0.654	B	0.700	B	0.046	0.633	B	-0.021
10	SR-91 E/B On/Off Ramps and	A.M.	0.656	B	0.718	C	0.062	0.646	B	-0.010

Revised Table 67 (Continued)

FUTURE (2020) INTERSECTION LEVEL OF SERVICE CONDITIONS

No.	Intersection	Peak Hour	Future Without Project		Future With Project			Future With Project + TDM/Mitigation Measures		
			V/C	LOS	V/C	LOS	Impact	V/C	LOS	Impact
	Lakewood Boulevard	P.M.	0.770	C	0.853	D	0.083	0.767	C	-0.003
11	Artesia Boulevard and	A.M.	0.978	E	0.994	E	0.016	0.904	E	-0.074
	Cherry Avenue	P.M.	1.236	F	1.245	F	0.009	1.162	F	-0.074
12	Artesia Boulevard and	A.M.	0.838	D	0.893	D	0.055*	0.820	D	-0.018
	Paramount Boulevard	P.M.	1.138	F	1.216	F	0.078*	1.138	F	0.000
13	Artesia Boulevard and	A.M.	1.069	F	1.134	F	0.065*	1.021	F	-0.048
	Lakewood Boulevard	P.M.	1.220	F	1.277	F	0.057*	1.152	F	-0.068
14	South Street and	A.M.	0.570	A	0.592	A	0.022	0.573	A	0.003
	Orange Avenue	P.M.	0.641	B	0.663	B	0.022	0.642	B	0.001
15	South Street and	A.M.	0.962	E	0.968	E	0.006	0.892	D	-0.070
	Cherry Avenue	P.M.	1.266	F	1.275	F	0.009	1.194	F	-0.072
16	South Street and	A.M.	0.776	C	0.858	D	0.082	0.790	C	0.014
	Paramount Boulevard	P.M.	0.988	E	1.068	F	0.080*	0.995	E	0.007
17	South Street and	A.M.	0.838	D	0.938	E	0.100*	0.842	D	0.004
	Lakewood Boulevard	P.M.	1.215	F	1.316	F	0.101*	1.187	F	-0.028
18	South Street and	A.M.	0.849	D	0.874	D	0.025	0.846	D	-0.003
	Clark Avenue	P.M.	1.014	F	1.039	F	0.025*	1.005	F	-0.009
19	South Street and	A.M.	0.739	C	0.746	C	0.007	0.677	B	-0.062
	Bellflower Boulevard	P.M.	0.926	E	0.940	E	0.014	0.853	D	-0.073
20	Market Street and	A.M.	0.785	C	0.800	C	0.015	0.775	C	-0.010
	Long Beach Boulevard	P.M.	1.196	F	1.203	F	0.007	1.166	F	-0.030
21	Market Street and	A.M.	0.816	D	0.858	D	0.042	0.801	D	-0.015
	Cherry Avenue	P.M.	1.008	F	1.026	F	0.018	0.975	E	-0.033
22	Candlewood Street and	A.M.	0.658	B	0.785	C	0.127	0.693	B	0.035
	Paramount Boulevard	P.M.	0.809	D	0.915	E	0.106*	0.831	D	0.022
23	Candlewood Street and	A.M.	0.634	B	0.756	C	0.122	0.673	B	0.039
	Lakewood Boulevard	P.M.	0.906	E	1.002	F	0.096*	0.900	D	-0.006
24	Candlewood Street and	A.M.	0.703	C	0.705	C	0.002	0.685	B	-0.018
	Clark Avenue	P.M.	1.171	F	1.183	F	0.012	1.148	F	-0.023
25	Candlewood Street and	A.M.	0.908	E	0.916	E	0.008	0.831	D	-0.077

Revised Table 67 (Continued)

FUTURE (2020) INTERSECTION LEVEL OF SERVICE CONDITIONS

No.	Intersection	Peak Hour	Future Without Project		Future With Project			Future With Project + TDM/Mitigation Measures		
			V/C	LOS	V/C	LOS	Impact	V/C	LOS	Impact
	Bellflower Boulevard	P.M.	1.225	F	1.230	F	0.005	1.118	F	-0.107
26	Del Amo Boulevard and Santa Fe Avenue	A.M.	0.791	C	0.807	D	0.016	0.782	C	-0.009
		P.M.	1.282	F	1.293	F	0.011	1.254	F	-0.028
27	Del Amo Boulevard and Long Beach Boulevard	A.M.	0.994	E	1.021	F	0.027*	0.926	E	-0.068
		P.M.	1.219	F	1.232	F	0.013	1.118	F	-0.101
28	Del Amo Boulevard and Atlantic Avenue	A.M.	0.895	D	0.903	E	0.008	0.821	D	-0.074
		P.M.	1.162	F	1.169	F	0.007	1.062	F	-0.100
29	Del Amo Boulevard and Orange Avenue	A.M.	0.971	E	0.989	E	0.018	0.896	D	-0.075
		P.M.	1.150	F	1.184	F	0.034*	1.073	F	-0.077
30	Del Amo Boulevard and Cherry Avenue	A.M.	1.023	F	1.068	F	0.045*	1.000	E	-0.023
		P.M.	1.105	F	1.121	F	0.016	1.058	F	-0.047
31	Del Amo Boulevard and Paramount Boulevard	A.M.	0.948	E	1.079	F	0.131*	0.913	E	-0.035
		P.M.	0.971	E	1.117	F	0.146*	0.945	E	-0.026
32	Del Amo Boulevard and Lakewood Boulevard	A.M.	1.118	F	1.335	F	0.217*	1.053	F	-0.065
		P.M.	1.275	F	1.441	F	0.166*	1.220	F	-0.055
33	Del Amo Boulevard and Clark Avenue	A.M.	0.876	D	0.905	E	0.029*	0.820	D	-0.056
		P.M.	0.997	E	1.035	F	0.038*	0.937	E	-0.060
34	Del Amo Boulevard and Bellflower Boulevard	A.M.	1.006	F	1.031	F	0.025*	0.933	E	-0.073
		P.M.	1.094	F	1.119	F	0.025*	1.014	F	-0.080
35	Del Amo Boulevard and Woodruff Avenue	A.M.	0.900	D	0.949	E	0.049*	0.856	D	-0.044
		P.M.	1.018	F	1.056	F	0.038*	0.958	E	-0.060
36	Del Amo Boulevard and Palo Verde Avenue	A.M.	0.767	C	0.790	C	0.023	0.716	C	-0.051
		P.M.	1.039	F	1.067	F	0.028*	0.967	E	-0.072
37	Del Amo Boulevard and Studebaker Road	A.M.	0.812	D	0.842	D	0.030	0.762	C	-0.050
		P.M.	0.974	E	0.989	E	0.015	0.897	D	-0.077
38	Centralia Street and Clark Avenue	A.M.	0.660	B	0.697	B	0.037	0.672	B	0.012
		P.M.	0.792	C	0.845	D	0.053	0.814	D	0.022
39	Centralia Street and Bellflower Boulevard	A.M.	0.547	A	0.560	A	0.013	0.507	A	-0.040
		P.M.	0.647	B	0.658	B	0.011	0.597	A	-0.050
40	San Antonio Drive and	A.M.	0.745	C	0.783	C	0.038	0.707	C	-0.038

Revised Table 67 (Continued)

FUTURE (2020) INTERSECTION LEVEL OF SERVICE CONDITIONS

No.	Intersection	Peak Hour	Future Without Project		Future With Project			Future With Project + TDM/Mitigation Measures		
			V/C	LOS	V/C	LOS	Impact	V/C	LOS	Impact
	Long Beach Boulevard	P.M.	1.164	F	1.175	F	0.011	1.066	F	-0.098
41	Carson Street and	A.M.	0.828	D	0.863	D	0.035	0.781	C	-0.047
	Atlantic Avenue	P.M.	0.934	E	0.965	E	0.031*	0.874	D	-0.060
42	Carson Street and	A.M.	0.725	C	0.773	C	0.048	0.697	B	-0.028
	Orange Avenue	P.M.	0.786	C	0.822	D	0.036	0.744	C	-0.042
43	Carson Street and	A.M.	0.864	D	0.908	E	0.044*	0.854	D	-0.010
	Cherry Avenue	P.M.	1.052	F	1.133	F	0.081*	1.021	F	-0.031
44	Carson Street and	A.M.	0.699	B	0.835	D	0.136	0.682	B	-0.017
	Paramount Boulevard	P.M.	1.104	F	1.368	F	0.264*	1.045	F	-0.059
45	Carson Street and	A.M.	0.835	D	1.085	F	0.250*	0.854	D	0.019
	Lakewood Boulevard	P.M.	0.934	E	1.170	F	0.236*	1.017	F	0.083*
46	Carson Street and	A.M.	0.558	A	0.692	B	0.134	0.674	B	0.116
	Faculty Avenue[b]	P.M.	0.731	C	0.919	E	0.188*	0.899	D	0.168
47	Carson Street and	A.M.	0.758	C	0.843	D	0.085	0.757	C	-0.001
	Clark Avenue	P.M.	1.043	F	1.142	F	0.099*	1.028	F	-0.015
48	Carson Street and	A.M.	0.967	E	1.105	F	0.138*	0.857	D	-0.110
	Bellflower Boulevard	P.M.	1.146	F	1.236	F	0.090*	1.114	F	-0.032
49	Carson Street and	A.M.	0.768	C	0.839	D	0.071	0.754	C	-0.014
	Woodruff Avenue	P.M.	0.973	E	1.041	F	0.068*	0.940	E	-0.033
50	Carson Street and	A.M.	1.024	F	1.111	F	0.087*	1.000	E	-0.024
	Palo Verde Avenue	P.M.	1.096	F	1.146	F	0.050*	1.037	F	-0.059
51	Carson Street and	A.M.	0.807	D	0.830	D	0.023	0.751	C	-0.056
	Los Coyotes Diagonal	P.M.	1.093	F	1.124	F	0.031*	1.019	F	-0.074
52	Carson Street and	A.M.	0.518	A	0.537	A	0.019	0.485	A	-0.033
	I-605 SB Off-Ramp	P.M.	0.703	C	0.729	C	0.026	0.660	B	-0.043
53	Carson Street and	A.M.	0.608	B	0.615	B	0.007	0.558	A	-0.050
	I-605 NB On/Off Ramps	P.M.	0.685	B	0.700	B	0.015	0.635	B	-0.050
54	Carson Street and	A.M.	0.737	C	0.783	C	0.046	0.706	C	-0.031
	Pioneer Boulevard	P.M.	1.229	F	1.248	F	0.019	1.133	F	-0.096

Revised Table 67 (Continued)

FUTURE (2020) INTERSECTION LEVEL OF SERVICE CONDITIONS

No.	Intersection	Peak Hour	Future Without Project		Future With Project			Future With Project + TDM/Mitigation Measures		
			V/C	LOS	V/C	LOS	Impact	V/C	LOS	Impact
55	Carson Street and	A.M.	0.877	D	0.895	D	0.018	0.867	D	-0.010
	Norwalk Boulevard	P.M.	1.177	F	1.204	F	0.027*	1.166	F	-0.011
56	Cover Street and	A.M.	0.510	A	0.629	B	0.119	0.640	B	0.130
	Paramount Boulevard	P.M.	0.545	A	0.578	A	0.033	0.768	C	0.223
57	Bixby Road and	A.M.	0.797	C	0.804	D	0.007	0.730	C	-0.067
	Atlantic Avenue	P.M.	0.810	D	0.817	D	0.007	0.743	C	-0.067
58	Bixby Road and	A.M.	0.778	C	0.789	C	0.011	0.765	C	-0.013
	Orange Avenue	P.M.	0.822	D	0.828	D	0.006	0.804	D	-0.018
59	Bixby Road and	A.M.	0.679	B	0.777	C	0.098	0.707	C	0.028
	Cherry Avenue	P.M.	0.704	C	0.830	D	0.126	0.774	C	0.070
60	Conant Street/B Street and	A.M.	0.551	A	1.367	F	0.816*	0.936	E	0.385*
	Lakewood Boulevard	P.M.	0.581	A	1.201	F	0.620*	0.888	D	0.307
61	Conant Street and	A.M.	0.371	A	0.734	C	0.363	0.668	B	0.297
	Clark Avenue	P.M.	0.385	A	0.397	A	0.012	0.384	A	-0.001
62	Conant Street and	A.M.	0.521	A	0.669	B	0.148	0.588	A	0.067
	Bellflower Boulevard	P.M.	0.625	B	0.631	B	0.006	0.573	A	-0.052
63	Wardlow Road and	A.M.	1.011	F	1.024	F	0.013	0.928	E	-0.083
	Atlantic Avenue	P.M.	1.040	F	1.067	F	0.027*	0.967	E	-0.073
64	Wardlow Road and	A.M.	0.822	D	0.861	D	0.039	0.827	D	0.005
	Orange Avenue	P.M.	0.865	D	0.900	D	0.035	0.870	D	0.005
65	Wardlow Road and	A.M.	1.115	F	1.145	F	0.030*	0.835	D	-0.280
	Cherry Avenue	P.M.	1.175	F	1.246	F	0.071*	0.965	E	-0.210
66	Wardlow Road/D. Douglas Dr.	A.M.	0.852	D	0.946	E	0.094*	0.849	D	-0.003
	and Lakewood Boulevard	P.M.	0.722	C	0.995	E	0.273*	0.879	D	0.157
67	Wardlow Road and	A.M.	0.598	A	0.690	B	0.092	0.659	B	0.061
	Clark Avenue	P.M.	0.562	A	0.740	C	0.178	0.699	B	0.137
68	Wardlow Road and	A.M.	0.835	D	0.882	D	0.047	0.797	C	-0.038
	Bellflower Boulevard	P.M.	1.003	F	1.120	F	0.117*	1.007	F	0.004
69	Wardlow Road and	A.M.	0.829	D	0.876	D	0.047	0.844	D	0.015
	Woodruff Avenue	P.M.	0.808	D	0.873	D	0.065	0.841	D	0.033

Revised Table 67 (Continued)

FUTURE (2020) INTERSECTION LEVEL OF SERVICE CONDITIONS

No.	Intersection	Peak Hour	Future Without Project		Future With Project			Future With Project + TDM/Mitigation Measures		
			V/C	LOS	V/C	LOS	Impact	V/C	LOS	Impact
70	Wardlow Road and	A.M.	0.627	B	0.667	B	0.040	0.643	B	0.016
	Palo Verde Avenue	P.M.	0.749	C	0.793	C	0.044	0.766	C	0.017
71	Wardlow Road and	A.M.	0.791	C	0.820	D	0.029	0.793	C	0.002
	Studebaker Road	P.M.	0.865	D	0.901	E	0.036*	0.871	D	0.006
72	Spring Street and	A.M.	1.081	F	1.087	F	0.006	0.988	E	-0.093
	Atlantic Avenue	P.M.	1.349	F	1.353	F	0.004	1.230	F	-0.119
73	Spring Street and	A.M.	0.837	D	0.842	D	0.005	0.765	C	-0.072
	Orange Avenue	P.M.	0.918	E	0.931	E	0.013	0.845	D	-0.073
74	Spring Street and	A.M.	0.861	D	1.011	F	0.150*	0.900	D	0.039
	Cherry Avenue	P.M.	1.010	F	1.037	F	0.027*	0.940	E	-0.070
75	Spring Street and	A.M.	0.752	C	0.776	C	0.024	0.702	C	-0.050
	I-405 Southbound Off-Ramp	P.M.	0.888	D	0.905	E	0.017	0.821	D	-0.067
76	Spring Street and	A.M.	0.701	C	0.793	C	0.092	0.654	B	-0.047
	Temple Avenue	P.M.	1.140	F	1.140	F	0.000	1.037	F	-0.103
77	Spring Street and	A.M.	0.628	B	0.646	B	0.018	0.585	A	-0.043
	Redondo Avenue	P.M.	0.895	D	0.936	E	0.041*	0.847	D	-0.048
78	Spring Street and	A.M.	1.023	F	1.169	F	0.146*	1.046	F	0.023*
	Lakewood Boulevard	P.M.	0.989	E	1.264	F	0.275*	1.123	F	0.134*
79	Spring Street and	A.M.	0.643	B	0.707	C	0.064*	0.637	B	-0.006
	Clark Avenue	P.M.	0.879	D	0.987	E	0.108*	0.887	D	0.008
80	Spring Street and	A.M.	0.961	E	0.992	E	0.031*	0.897	D	-0.064
	Bellflower Boulevard	P.M.	1.157	F	1.210	F	0.053*	1.095	F	-0.062
81	Spring Street and	A.M.	0.900	D	0.908	E	0.008	0.825	D	-0.075
	Los Coyotes Diagonal	P.M.	0.919	E	0.940	E	0.021*	0.853	D	-0.066
82	Spring Street and	A.M.	0.843	D	0.851	D	0.008	0.773	C	-0.070
	Woodruff Avenue	P.M.	0.792	C	0.813	D	0.021	0.737	C	-0.055
83	Spring Street and	A.M.	0.799	C	0.810	D	0.011	0.735	C	-0.064
	Palo Verde Avenue	P.M.	0.999	E	1.021	F	0.022*	0.926	E	-0.073
84	Spring Street and	A.M.	0.949	E	0.952	E	0.003	0.865	D	-0.084
	Studebaker Road	P.M.	1.076	F	1.087	F	0.011	0.987	E	-0.089

Revised Table 67 (Continued)

FUTURE (2020) INTERSECTION LEVEL OF SERVICE CONDITIONS

No.	Intersection	Peak Hour	Future Without Project		Future With Project			Future With Project + TDM/Mitigation Measures		
			V/C	LOS	V/C	LOS	Impact	V/C	LOS	Impact
85	Willow Street and	A.M.	0.891	D	0.906	E	0.015	0.823	D	-0.068
	Atlantic Avenue	P.M.	1.129	F	1.143	F	0.014	1.037	F	-0.092
86	Willow Street and	A.M.	0.890	D	0.904	E	0.014	0.820	D	-0.070
	Orange Avenue	P.M.	0.905	E	0.919	E	0.014	0.835	D	-0.070
87	Willow Street and	A.M.	0.909	E	0.915	E	0.006	0.832	D	-0.077
	Cherry Avenue	P.M.	1.123	F	1.147	F	0.024*	1.041	F	-0.082
88	Willow Street and	A.M.	0.700	B	0.704	C	0.004	0.640	B	-0.060
	Redondo Avenue	P.M.	0.901	E	0.934	E	0.033*	0.846	D	-0.055
89	Willow Street and	A.M.	0.918	E	0.940	E	0.022*	0.851	D	-0.067
	Lakewood Boulevard	P.M.	1.101	F	1.174	F	0.073*	1.060	F	-0.041
90	Willow Street and	A.M.	1.011	F	1.032	F	0.021*	0.936	E	-0.075
	Clark Avenue	P.M.	0.784	C	0.835	D	0.051	0.754	C	-0.030
91	I-405 N/B Off Ramp and	A.M.	0.413	A	0.432	A	0.019	0.390	A	-0.023
	Bellflower Boulevard	P.M.	0.517	A	0.526	A	0.009	0.477	A	-0.040
92	Willow Street and	A.M.	0.950	E	0.959	E	0.009	0.870	D	-0.080
	Bellflower Boulevard	P.M.	1.027	F	1.035	F	0.008	0.940	E	-0.087
93	Hill Street and	A.M.	0.576	A	0.625	B	0.049	0.563	A	-0.013
	Cherry Avenue	P.M.	0.810	D	0.824	D	0.014	0.748	C	-0.062
94	Stearns Street and	A.M.	0.683	B	0.689	B	0.006	0.668	B	-0.015
	Redondo Avenue	P.M.	0.684	B	0.688	B	0.004	0.668	B	-0.016
95	Stearns Street and	A.M.	0.899	D	0.933	E	0.034*	0.844	D	-0.055
	Lakewood Boulevard	P.M.	1.058	F	1.146	F	0.088*	1.034	F	-0.024
96	Stearns Street/Clark Ave and	A.M.	1.053	F	1.106	F	0.053*	1.067	F	0.014
	Los Coyotes Diagonal	P.M.	1.458	F	1.486	F	0.028*	1.439	F	-0.019
97	Pacific Coast Highway and	A.M.	0.907	E	0.910	E	0.003	0.834	D	-0.073
	Orange Avenue	P.M.	0.898	D	0.904	E	0.006	0.829	D	-0.069
98	Pacific Coast Highway and	A.M.	1.109	F	1.175	F	0.066*	1.060	F	-0.049
	Cherry Avenue	P.M.	1.342	F	1.357	F	0.015	1.233	F	-0.109
99	Pacific Coast Highway and	A.M.	1.179	F	1.206	F	0.027*	1.167	F	-0.012
	Redondo Avenue	P.M.	1.177	F	1.235	F	0.058*	1.193	F	0.016

Revised Table 67 (Continued)

FUTURE (2020) INTERSECTION LEVEL OF SERVICE CONDITIONS

No.	Intersection	Peak Hour	Future Without Project		Future With Project			Future With Project + TDM/Mitigation Measures		
			V/C	LOS	V/C	LOS	Impact	V/C	LOS	Impact
100	Ximeno Avenue and Pacific Coast Highway	A.M.	0.986	E	1.006	F	0.020*	0.974	E	-0.012
		P.M.	0.882	D	0.888	D	0.006	0.862	D	-0.020
101	Anaheim Street and Redondo Avenue	A.M.	0.889	D	0.908	E	0.019	0.879	D	-0.010
		P.M.	1.256	F	1.293	F	0.037*	1.252	F	-0.004
102	Seventh Street and Alamitos Avenue	A.M.	0.910	E	0.913	E	0.003	0.886	D	-0.024
		P.M.	0.881	D	0.884	D	0.003	0.858	D	-0.023
103	Seventh Street and Redondo Avenue	A.M.	0.943	E	0.964	E	0.021*	0.934	E	-0.009
		P.M.	1.132	F	1.155	F	0.023*	1.119	F	-0.013
104	Seventh Street and Pacific Coast Highway	A.M.	1.038	F	1.062	F	0.024*	1.028	F	-0.010
		P.M.	1.123	F	1.148	F	0.025*	1.111	F	-0.012
105	Douglas Center Drive/Project Access and Lakewood Blvd	A.M.	0.635	B	0.897	D	0.262	0.768	C	0.133
		P.M.	0.651	B	0.832	D	0.181	0.739	C	0.088
106	A Street and Lakewood Boulevard [a]	A.M.	N/A		1.013	F	N/A*	0.784	C	N/A
		P.M.	N/A		0.977	E	N/A*	0.781	C	N/A
107	Carson Street and Lakewood Drive [b]	A.M.	0.441	A	0.449	A	0.008	0.444	A	0.003
		P.M.	0.530	A	0.591	A	0.061	0.582	A	0.052
108	Cover Street and Cherry Avenue [b]	A.M.	0.549	A	0.628	B	0.079	0.591	A	0.042
		P.M.	0.906	E	0.917	E	0.011	0.682	B	-0.224
109	Carson Street and First Street [a, b]	A.M.	N/A		0.590	A	N/A	0.511	A	N/A
		P.M.	N/A		0.883	D	N/A	0.771	C	N/A

* *Denotes a significant project impact.*

[a] *This intersection does not exist, but will be created with the development of the project.*

[b] *This intersection currently is not signalized, although signalization has been assumed for analysis purposes.*

Source: Crain & Associates, September 2004.

Volume II, Section V.L, Transportation/Circulation and Parking, page 715 through 727, replace Section 4, Mitigation Measures, in its entirety, with the following:

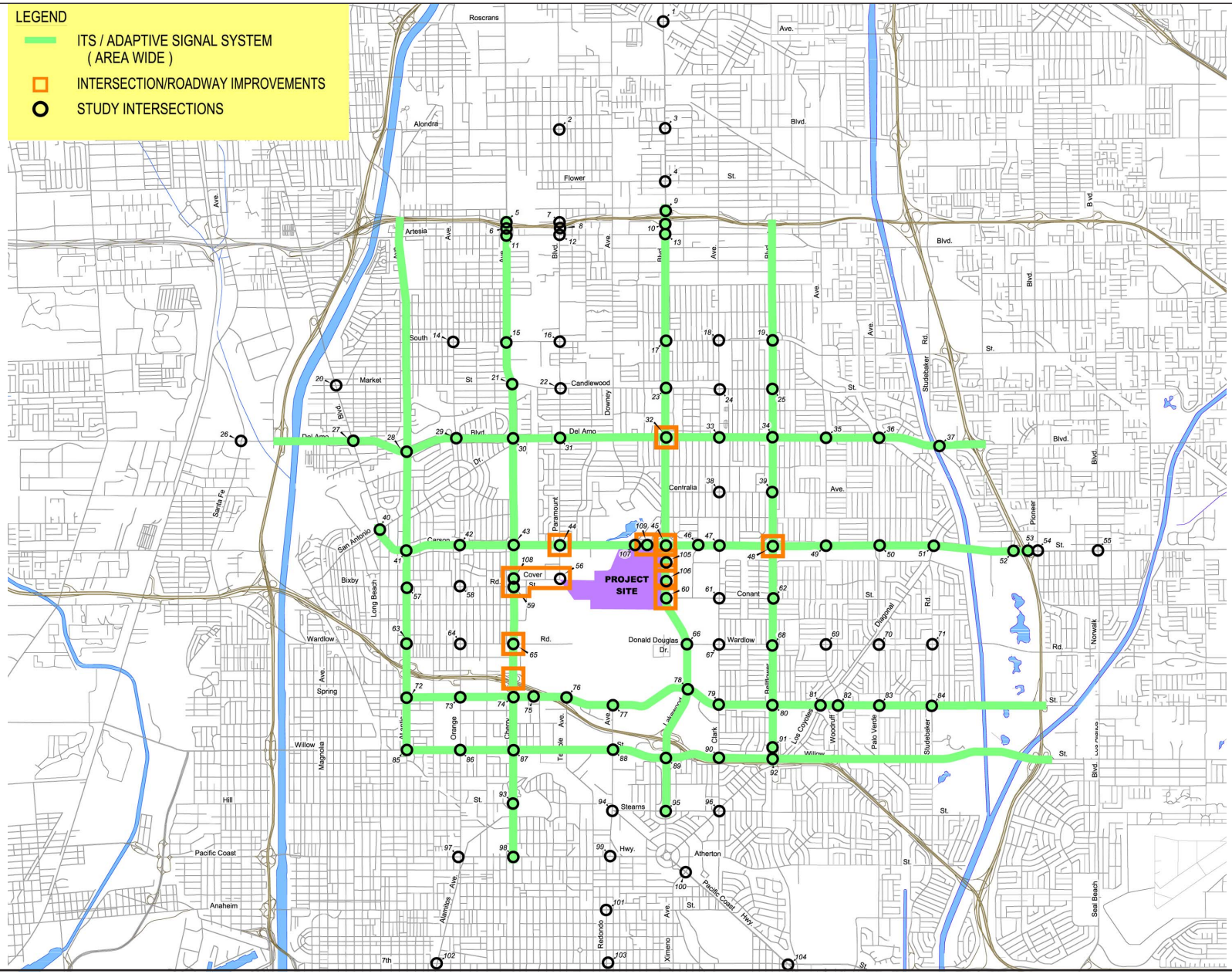
4. MITIGATION MEASURES

Because the project could potentially impact a large area and due to the site's location in an area bounded by four regional freeways, the project proposes to implement, or cause to be implemented, a subregional transportation mitigation program that addresses both project impacts and area-wide needs. Recognizing that increasing travel demand has caused the transportation system to reach the limits of its capacity and that intersection and roadway improvements are becoming increasingly infeasible, more and more jurisdictions are pursuing other ways to ease this strain. This includes Intelligent Transportation Systems (ITS) through the application of modern information technology and communications. Thus, the major component of the PacifiCenter mitigation program utilizes selected ITS measures to improve traffic flow along arterials in the study area and freeway ramp access and connectivity with the surface street system. The project mitigation program also incorporates other mitigation measures, including the implementation of a project transportation demand management program, construction of physical improvements at a number of study intersections, and funding for the implementation of neighborhood traffic management programs to deter the use of local residential streets by non-residential traffic in the neighborhoods around the site. All of these measures are described below. In addition, Figure 66 on page 138 shows the location of the intersection improvements proposed as mitigation measures and the arterial routes for which area-wide ATCS is proposed.[16]

Area-Wide Adaptive Traffic Control System (ATCS) and Intelligent Transportation Systems (ITS) Measures

V.L-1 Fund or cause the funding for the design and construction of a state-of-the-art traffic signal system such as Adaptive Traffic Control System (ATCS) for the following eight arterial routes: (1) Del Amo Boulevard, approximately from the Long Beach Freeway (I-710) to the San Gabriel River Freeway (I-605); (2) Carson Street, approximately from Long Beach Boulevard-San Antonio Drive to I-605; (3) Spring Street, approximately from Atlantic Avenue to I-605; (4) Willow Street, approximately from Atlantic Avenue to I-605;

[16] *Figure 66 does not illustrate all mitigation measures to be implemented (e.g., mitigation measures regarding the TDM program, residential streets, bicycle improvements and public transit).*



PCR

N

Scale Not Provided

Source: Crain and Associates, October 2003

Figure 66
Proposed ATCS/Intersection Improvement Locations

(5) Atlantic Avenue, approximately from the Artesia Freeway (SR-91) to Willow Street; (6) Cherry Avenue, approximately from SR-91 to Pacific Coast Highway; (7) Lakewood Boulevard, approximately from SR-91 to Stearn Street; and (8) Bellflower Boulevard, approximately from SR-91 to the San Diego Freeway (I-405).[17]

V.L-2 Fund or cause the funding for the design and construction of an area-wide ITS program to improve capacity at both corridor and non-corridor signalized intersections. The ITS program shall include interconnect, traffic detectors, surveillance cameras, message signs, and other means that connect the ~~arterial traffic~~ surface street signal system with adjacent freeway on- and ~~off-ramps~~ off-ramp meters and signals. Such connectivity ~~with the regional transportation system will allow motorists exiting and entering the freeway to be better and more quickly informed as to which surface streets and on-ramps provide the best alternatives for accessing their destinations. This will result in better distribution of traffic loadings and more efficient use of available street and ramp capacity~~ and linkage with the freeway system will provide feedback to the surface street signal system and all further adjustments in signal operations to enhance area-wide system capacity.

ATCS and the affiliated ITS program measures affecting the following intersections shall be installed no later than the triggering of the corresponding peak-hour trips:

Corridors and Study Intersections	Corridor Trigger Value
• Lakewood Corridor (A):	1,194
– Lakewood Blvd./Spring St. (I/S #78; 1,194*)	
– Lakewood Blvd./Carson St. (I/S #45; 1,298*)	
– Lakewood Blvd./South St. (I/S #17; 1,387*)	
– Lakewood Blvd./Stearns St. (I/S #95; 1,556*)	
– Lakewood Blvd./Willow St. (I/S #89; 1,878*)	

[17] *The capacity of the signalized intersections along the eight arterials being implemented with the ATCS and supportive ITS measures were assumed to improve by ten percent, which is consistent with that experienced in other jurisdictions with ATCS/ITS programs, such as the Cities of Los Angeles, Pasadena, and Glendale. Signalized intersections in the study area not directly along the ATCS/ITS routes would also benefit and experience improved traffic flow overall due to ITS technology informing motorists of traffic conditions in the area. Motorists can use this information to seek better routes and thereby better balance traffic demand with capacity. It was assumed that this betterment is commensurate with an approximately three percent improvement in capacity at these other intersections.*

- Bellflower/Spring/Stearns Corridor 1,223

  - Bellflower Blvd./Wardlow Rd. (I/S #68; 1,223*)
  - Bellflower Blvd./Spring St. (I/S #80; 2,536*)
  - Spring St./Clark Ave. (I/S #79; 4,028*)
  - Spring St./Cherry Ave. (I/S #74; 4,814*)
  - Stearns St./Clark Ave. (I/S #96; 4,814*)

- Carson Corridor (A) 1,429

  - Carson St./Clark Ave. (I/S #47; 1,429*)
  - Carson St./Cherry Ave. (I/S #43; 1,733*)
  - Carson St./Woodruff Ave. (I/S #49; 1,990*)
  - Carson St./Palo Verde Ave. (I/S #50; 2,642*)
  - Carson St./Los Coyotes Diagonal (I/S #51; 4,149*)

- Paramount Corridor 1,607

  - Paramount Blvd./Del Amo Blvd. (I/S #31; 1,607*)
  - Paramount Blvd./South St. (I/S #16; 1,733*)
  - Paramount Blvd./Artesia Blvd. (I/S #12; 1,778*)
  - Paramount Blvd./Alondra Blvd. (I/S #2; 2,393*)

- Redondo/Pacific Coast Hwy./Willow Corridor 2,307

  - Redondo Ave./Pacific Coast Hwy. (I/S #99; 2,307*)
  - Redondo Ave./Anaheim St. (I/S #101; 3,544*)
  - Redondo Ave./Willow St. (I/S #88; 4,394*)
  - Redondo Ave./Spring St. (I/S #77; 4,753*)
  - Pacific Coast Hwy./7th St. (I/S #104; 5,237*)
  - Willow St./Cherry Ave. (I/S #87; 5,237*)
  - Redondo Ave./7th St. (I/S #103; 5,479*)

- Lakewood Corridor (B) 2,487

  - Lakewood Blvd./Artesia Blvd. (I/S #13; 2,487*)
  - Lakewood Blvd./Candlewood St. (I/S #23; 3,506*)
  - Lakewood Blvd./Del Amo Blvd. (I/S #32; 3,875*)
  - Lakewood Blvd./Wardlow Rd./Douglas Rd. (I/S #66; 4,830*)
  - Lakewood Blvd./Alondra Blvd. (I/S #3; 4,814*)
  - Lakewood Blvd./Conant St.-B St. (I/S #60; 4,856*)

- Del Amo Corridor 3,351

  - Del Amo Blvd./Woodruff St. (I/S #35; 3,351*)

- Del Amo Blvd./Clark Ave. (I/S #33; 3,445*)
- Del Amo Blvd./Orange Ave. (I/S #29; 3,763*)
- Del Amo Blvd./Palo Verde Ave. (I/S #36; 4,628*)
- Del Amo Blvd./Bellflower Blvd. (I/S #34; 5,237*)

- Atlantic Corridor 4,149

  - Atlantic Ave./Carson St./ (I/S #41; 4,149*)
  - Atlantic Ave./Wardlow Rd./ (I/S #63; 4,814*)

- Carson Corridor (B) 5,016

  - Carson St./605 Fwy. SB Off-Ramp (#52; 5,016*)
  - Carson St./Norwalk Blvd. (#55; 5,016*)
  - Carson St./Paramount Blvd. (#44; 5,055*)

- South St./Clark Ave. (I/S #18; 5,479*) 5,479

*Individual intersection (I/S) trigger value.

V.L-3 Fund or cause the funding for the design and construction of a centralized ATCS/ITS command center to operate and manage the area-wide ATCS and affiliated ITS measures.

Trigger Value: 1,194 P.M. peak-hour trips.

The following monitoring and reporting information pertains to Mitigation Measures V.L-1 and V.L-3:

Monitoring Phase: ~~Pre-Construction~~ Operation

Enforcement Agency: City of Long Beach Department of Public Works

Monitoring Agency: City of Long Beach Department of Public Works and City of Lakewood Department of Public Works

Action Indicating Compliance: ~~Provision of necessary funding or other suitable financial instrument by Applicant~~ Installation of the system and acceptance by the agency or agencies with jurisdiction

Intersection Improvements

As stated above, the intersections at which improvements are proposed as mitigation measures are shown on Figure 66 on page 717.

V.L-4 Del Amo Boulevard and Lakewood Boulevard (Intersection 32, Cities of Lakewood and Long Beach): Widen on the east side of the north leg and the west side of the south leg of Lakewood Boulevard; remove the nose islands and modify the remaining raised islands on the north and south legs; and restripe the north and south legs to provide a second southbound left-turn and three through lanes in each direction on Lakewood Boulevard. No on-street parking removal is anticipated.

Trigger Value: 909 P.M. peak-hour trips.

V.L-5 Carson Street and Paramount Boulevard (Intersection 44, City of Lakewood): Widen on the east side of the south leg of Paramount Boulevard; modify and shift the raised island on the north leg; remove the raised island on the south leg; and restripe the north and south legs to provide a northbound right-turn-only lane on Paramount Boulevard. No on-street parking removal is anticipated.

Trigger Value: 632 P.M. peak-hour trips.

V.L-6 Carson Street and Lakewood Boulevard (Intersection 45, Cities of Long Beach and Lakewood): Widen on the west side of Lakewood Boulevard between Carson Street and ~~the project access roadway opposite Douglas Center Drive~~ A Street. At Carson Street, remove the second southbound left-turn lane; modify and shift the raised islands on the north and south legs; and restripe the north ~~leg to provide an additional southbound through lane; and restripe the departure lanes on the south leg to receive the added through lane traffic~~and south legs to provide an extended southbound left-turn lane, and a fourth southbound through lane from north of Carson Street to the vicinity of A Street, where the lane becomes a right-turn-only lane accessing A Street. No on-street parking removal is anticipated.

Note: This improvement will not fully mitigate the project impact to a less than significant level.)

Trigger Value: First Project residential certificate of occupancy.

V.L-7 Carson Street and Bellflower Boulevard (Intersection 48, Cities of Long Beach and Lakewood): Prohibit parking during the A.M. peak period on the north side of Carson Street (approximately 75 spaces) for a length of approximately three blocks east and west of Bellflower Boulevard; modify and lengthen the left-turn channelization along the raised islands on the east and west legs of Carson Street; and restripe this length of Carson Street to provide a third westbound through lane, including conversion of the right-turn lane at Bellflower Boulevard, for the A.M. peak periods, and ~~extended~~ lengthened left-turn lanes approaching Bellflower Boulevard.

On-street parking removal of up to approximately 75 spaces during the A.M. period on the north side of Carson Street will be necessary. The affected parking spaces are adjacent to residential and commercial uses that appear to have off-street parking facilities capable of satisfying parking requirements. Therefore, removal of the on-street parking is not expected to have a significant impact.

Trigger Value: 1,573 P.M. peak-hour trips.

V.L-8 Cover Street and Paramount Boulevard (Intersection 56, City of Lakewood); Cover Street from Paramount Boulevard to West of Industry Avenue (Cities of Long Beach and Lakewood): Construct and stripe the project roadway ~~approximately in a northwesterly alignment~~ approaching the intersection of Cover Street and Paramount Boulevard to provide two through lanes and a right-turn-only lane westbound, and a bike lane in each direction. Reconstruct Cover Street ~~approximately in a southeasterly alignment approaching the project roadway and Paramount Boulevard~~, and restripe to provide a left-turn lane and two through lanes eastbound, and a bike lane in each direction. Restripe Paramount Boulevard to provide a left-turn lane and a right-turn-only lane southbound. ~~No on-street parking removal is anticipated.~~

Remove on-street parking on the north side of Cover Street (up to approximately three spaces); Widen on the north side of Cover Street from approximately 100 feet west of Industry Avenue to 340 feet east of Industry Avenue; modify and lengthen the left-turn channelization along the raised island on the east leg at Industry Avenue; and restripe to provide two through lanes, left-turn channelization and a bike lane in each direction, including an extended westbound left-turn

lane at Industry Avenue, from Industry Avenue to the improvement at Paramount Boulevard. Restripe the west leg of Cover Street at Industry Avenue to provide two eastbound through lanes, including conversion of the right-turn-only lane, and two westbound right-turn-only lanes departing the intersection and approaching Cherry Avenue. ~~On-street parking removal of up to approximately three spaces on Cover Street will be necessary.~~

Restripe Industry Avenue between Cover Street and Bixby Road to provide a left-turn lane and two right-turn-only lanes northbound, a southbound through lane, and a bike lane in each direction.

The affected parking spaces are adjacent to commercial and industrial uses. There appears to be sufficient off-street capability to satisfy parking requirements. Therefore, removal of the on-street parking is not expected to have a significant impact.

~~The reorientation and reconfiguration of the legs of this intersection could potentially necessitate some right-of-way acquisition.~~

(Note: These improvements are designed to enhance project access via the Cover Street-Cherry Avenue route and should be implemented with Mitigation Measures V.L-9 and V.L-14.)

Trigger Value: Pursuant to Development Agreement schedule.

V.L-9 Bixby Road and Cherry Avenue (Intersection 59, Cities of Long Beach and Lakewood): Remove on-street parking on Bixby Road between Cherry Avenue and Industry Avenue (up to approximately 37 spaces, including nine commercial [yellow zone] spaces), and ~~Restripe~~ restripe the east leg of Bixby Road to provide one left-turn lane, one left-turn/through shared lane and one right-turn-only lane.

~~On-street parking removal of up to approximately 37 spaces, including nine commercial (yellow zone) spaces, on Bixby Road will be necessary.~~ The affected parking spaces are adjacent to commercial uses. There appears to be sufficient off-street capability to satisfy parking requirements, with the possible exception of delivery/service needs. Therefore, removal of some of the on-street parking may result in a shortage of parking in the area during times of peak demand.

(Note: This improvement is designed to enhance project access via the Cover Street-Cherry Avenue route and should be implemented with Mitigation Measures V.L-8 and V.L-14.)

Trigger Value: Construction of MM V.L-8, above.

V.L-10 Conant/B Street and Lakewood Boulevard (Intersection 60, City of Long Beach): Construct ~~and stripe~~ B Street as a fully improved public street, with additional roadway width provided approaching Lakewood Boulevard to provide one left-turn lane, one through lane and two right-turn-only lanes eastbound. Restripe and convert the right-turn-only lane on the east leg of Conant Street to a westbound through/right-turn shared lane. Modify the existing traffic signal at Conant Street as necessary to control this intersection. No on-street parking removal is anticipated.

(Note: This improvement will not fully mitigate the project impact to a less than significant level.)

Trigger Value: First project residential certificate of occupancy for construction of B Street and 3,832 P.M. peak-hour trips for restriping changes to Conant Street.

V.L-11 Wardlow Road and Cherry Avenue (Intersection 65, City of Long Beach): Remove on-street parking on Cherry Avenue; ~~Widen~~ widen on both sides of the south leg of Cherry Avenue; shorten the raised island on the north leg; and restripe the north and south legs to provide a third southbound through lane.

~~Extensive on-street parking removal on Cherry Avenue, especially on the north leg, will be necessary.~~ The affected parking spaces are adjacent to commercial and residential uses. There appears to be sufficient off-street capability to satisfy parking requirements. Therefore, removal of the on-street parking is not expected to have a significant impact.

(Note: This improvement is designed to enhance project access via Cherry Avenue.)

Trigger Value: 1,905 P.M. peak-hour trips.

V.L-12 Douglas Center Drive/Project Access Roadway (new) and Lakewood Boulevard (Intersection 105, City of Long Beach): ~~Widen on the west side of Lakewood Boulevard between Carson Street and the project access roadway; modify~~ Construct the project roadway as a fully improved public street. Modify the raised island on Lakewood Boulevard for left-turn channelization~~;~~ and restripe to provide a ~~fourth southbound through lane that becomes a right-turn-only lane at the project access roadway, and a~~ northbound ~~left-turn lane~~ left turn accessing the project roadway. Modify the existing traffic signal at Douglas Center Drive as necessary to control this expanded intersection. No on-street parking removal is anticipated.

(Note: This improvement is designed to enhance project access capacity on Lakewood Boulevard.)

Trigger Value: Certificate of occupancy for first project building along project roadway between First Street and Lakewood Boulevard.

V.L-13 A Street (new) and Lakewood Boulevard (Intersection 106, City of Long Beach): ~~Widen on the west side of the north leg of Lakewood Boulevard;~~ Construct A Street as a fully improved public street. ~~open~~ Open and modify the raised island on Lakewood Boulevard to provide left-turn channelization~~;~~ and restripe to provide a ~~southbound right-turn-only lane and~~ northbound left-turn lane accessing A Street. Install a traffic signal with the ATCS upgrade to control this intersection.

(Note: This improvement is designed to enhance project access capacity on Lakewood Boulevard.)

Trigger Value: First project residential certificate of occupancy.

V.L-14 Cover Street and Cherry Avenue (Intersection 108, Cities of Long Beach and Lakewood): Remove on-street parking on the east side of Cherry Avenue (up to approximately 12 spaces) and both sides of Cover Street (up to approximately 24 spaces); ~~Open~~ open and modify the raised island on Cherry Avenue between Roosevelt Road and Bixby Road, and restripe to provide a southbound left-turn lane accessing Cherry Avenue and a third northbound through lane. Restripe Cover Street to provide a second westbound right-turn-only lane and no westbound left-turn lane. Remove the stop sign control on Cover Street and install a “half signal” that controls all movements except for the southbound through movement on Cherry Avenue.

~~On-street parking removal of up to approximately 12 spaces on Cherry Avenue and 24 spaces on Cover Street would be necessary.~~ The affected parking spaces are adjacent to commercial and industrial uses. Some of these uses may not have sufficient off-street capability to satisfy parking requirements. Therefore, removal of the on-street parking may result in a shortage of parking in the area during times of peak demand.

(Note: This improvement is designed to enhance project access via the Cover Street-Cherry Avenue route and should be implemented with Mitigation Measures V.L-8 and V.L-9.)

Trigger Value: Construction of MM V.L-8, above.

V.L-15 Carson Street and First Street (new) (Intersection 109, City of Long Beach): Construct First Street as a fully improved public street. Restripe Carson Street to provide a westbound left-turn lane accessing First Street. Install a traffic signal with the ATCS upgrade to control this intersection. No on-street parking removal is anticipated.

Trigger Value: Certificate of occupancy for first Project building along First Street between Carson Street and A Street.

The following monitoring and reporting information pertains to Mitigation Measures V.L-4 through V.L-15:

Monitoring Phase: Construction/Post-Construction

Enforcement Agency: City of Long Beach Department of Public Works and City of Lakewood Department of Public Works

Monitoring Agency: City of Long Beach Department of Public Works and City of Lakewood Department of Public Works

Action Indicating Compliance: Documentation by Applicant that improvements have been constructed and accepted by agency or agencies with jurisdiction

Project Transportation Demand Management (TDM) Program

V.L-16 ~~A project TDM program shall be implemented to reduce inbound A.M. peak-hour and outbound P.M. peak-hour employee vehicle trips by 20 percent for the Commercial (Office Park) use. Although the project is claiming trip-reduction credit for only this use, many of the TDM program measures will be available to a broader cross section of the site, and will likely attract participants outside of the targeted uses. Should it become evident that the project TDM program is not on schedule to achieve and sustain the 20 percent trip reduction goal, the project, as mutually agreed to with the City of Long Beach, will accelerate the implementation of the physical mitigation measures and/or expand its TDM program to include other employers in the area surrounding the project site. The project TDM program is more fully described in Appendix Q.~~ Prior to the issuance of the first building permit for any Office Park ("Commercial District") use, the Applicant shall submit for City approval a Transportation Demand Management (TDM) Program. The TDM Program shall be designed to achieve a 20 percent reduction in P.M. peak-hour trips generated by the Office Park ("Commercial District") uses. The employee commute mode choice shall be annually monitored and the TDM Program adjusted, if necessary, to achieve a 20 percent trip reduction. The City shall determine, based on actual performance, whether the TDM Program will reasonably achieve a 20 percent reduction in P.M. peak-hour trips. The City shall not issue building permits for Office Park ("Commercial District") uses beyond 2,520,000 gross sq.ft., except to the degree to which actual reductions have been achieved and subject to any adjustments for equivalency conversion between uses. The following formula shall be used for this determination:

Allowable Office Park ("Commercial District") Building Area = (80% x 3,150,000 gross sq.ft.) + (% actual trip reduction achieved x 3,150,000 gross sq.ft.)

The issuance of building permits for Office Park ("Commercial District") uses shall be subject to the limitation that the Office Park ("Commercial District") building area shall not exceed 3,150,000 sq.ft. unless other uses are reduced in size by the equivalency procedures. In the event that the equivalency procedures are used, the 3,150,000 gross sq.ft. limits described above shall all be adjusted accordingly.

The TDM program may include but not be limited to the following measures:

- On-Site Employee Transportation Coordinator (ETC)—The ETC would be a full-time position. The ETC would be responsible for maintaining the transportation displays and providing services such as on-site monthly transit pass sales, assistance with carpool/vanpool matching, oversight of the carpool/vanpool program and other ridesharing related services. The ETC would also coordinate resources and ideas with other transportation management organizations.
- On-Site Transportation Management Office—This facility would be a dedicated office for the ETC and any support personnel. It would serve as a tangible focal point for the TDM program. The location and contact number of this office would be well publicized so that employees could conveniently call or come in for assistance.
- Preferential Parking Management—The ETC would oversee a preferred employee carpool/vanpool parking program. This program would assign preferential parking spaces (i.e., the more desirable and convenient spaces) to eligible employee carpools and vanpools, and monitor the use of the identified spaces to ensure that they are being properly used.
- Carpool/Vanpool Matching—A ridematching service would be made available to help employees seek carpool and vanpool partners. The ETC would facilitate employee ridematching, with the primary emphasis on matching project employees with one another. The availability of this service would be advertised on on-site transportation displays.
- Vanpool Start-Up Assistance—The ETC would assist employers or employees attempting to initiate vanpool service at the project. This assistance could include research of van leasing arrangements, research of applicable tax credits, increased marketing activity and developing vanpool routes.
- Vanpool Staging Areas—Special vanpool passenger loading/ unloading areas would be established at one or more locations on-site. This incentive would make it more convenient and safer for commuters to load and unload their vanpools outside the normal flow of traffic.

- On-Site Transit Pass Sales—Monthly LBT, joint LBT/MTA, and MTA passes would be available for purchase through the on-site transportation management office (TMO).

- Centralized Information Board—A centralized bulletin board or kiosk with information on alternative transportation modes, including transit, would be provided on-site. A centralized transportation information board with similar information for residents would also be provided on-site.

- New Business/Employee Commuter Benefits/Flier Packet—The ETC would prepare fliers and/or packets outlining key TDM amenities and services that are made available by the project in support of alternative transportation modes. The fliers/packets would be distributed to employers for their dissemination to employees.

- Guaranteed Ride Home Program—This program would provide the means to those employees who carpool, vanpool, bus, or bicycle to work to have a guaranteed ride home in the event of an emergency or unexpected overtime.

- Other Marketing—The annual state- and regional-level events of California Rideshare Week and Southern California Bike-to-Work Day would be advertised and potentially used as the setting for a site-specific marketing event or transportation fair.

- Shuttle System—This shuttle system would be implemented through a joint arrangement with the City of Long Beach and/or Long Beach Transit, whereby the project would supply the shuttle vehicles and other capital needed to operate the service, and the City agencies would operate the service. It is anticipated that the shuttle system would provide limited stop service to the Metro Blue Line and intersecting bus lines that are en route during the morning and afternoon commute periods, and would operate as a free project circulator during non-commute periods to provide an alternative to walking or short driving trips within the PacifiCenter site.

  - Compressed Work Week Schedule—Implement compressed work week schedules where weekly hours are compressed into fewer than five days.

  - Fleet Vehicles—Develop a program to minimize the use of fleet vehicles during smog alerts for businesses not subject to Rule 2202 or Regulation XII.

Trigger Value: First Project building permit for Office Park ("Commercial District") use.

Monitoring Phase: Pre-Construction/Operation

Enforcement Agency: City of Long Beach Departments of Public Works and Planning and Building

Monitoring Agency: City of Long Beach Department of Public Works

Action Indicating Compliance: Periodic trip monitoring and TDM reports prepared by Applicant ~~on a regular basis~~

Regional Transportation Improvements

V.L-17 I-405 (San Diego Freeway) Northbound On-Ramp from Southbound Cherry Avenue: Widen within the merge area where the two northbound on-ramps ~~in the area where these ramps merge~~ from Cherry Avenue converge to provide an elongation of the merge section for a smoother and safer merge. ~~Additionally,~~ Relocate the ramp metering location for southbound traffic from Cherry Avenue ~~could be relocated~~ to provide added queuing length between the meter and Cherry Avenue.

Trigger Value: No later than 5,000 P.M. peak-hour trips.

Monitoring Phase: ~~Pre-Construction/Construction~~ Operation

Enforcement Agency: California Department of Transportation

Monitoring Agency: California Department of Transportation and City of Long Beach Department of Planning and Building

Action Indicating Compliance: Caltrans acceptance of improvements

Residential Street Measures

V.L-18: The Applicant would ~~shall provide appropriate funding to the City of Long Beach to administer and allocate for the design and implementation of neighborhood traffic management measures to deter non-residential traffic intrusion into the residential areas surrounding the project site. Such measures may include speed~~

~~bumps, additional stop signs, peak period turning prohibitions, "right turn on red" prohibitions, retiming of traffic signals, architectural neighborhood identification monuments or gates, or round-a-bout traffic circles. The City of Long Beach will include and coordinate with adjacent jurisdictions and neighborhood groups that may be affected by project-related traffic intrusion on these residential streets~~ make an initial lump sum payment of $250,000 to the City of Long Beach, which the City would administer for the study, design and implementation of neighborhood traffic management measures to deter potential project traffic intrusion into the residential areas analyzed in the Draft EIR. The City would coordinate with the City of Lakewood and other neighborhood groups in residential areas that may also be significantly affected by such traffic intrusion. Potential neighborhood traffic management measures may include, but not be limited to the following: additional Stop signs; speed humps; turn restrictions; signal timing strategies; signalization prohibiting through traffic movements; parking restrictions; diverters; chokers; cul-de-sacs; partial cul-de-sacs; median islands; woonerfs ("chicanes"); traffic circles; one-way streets; and residential identity signs, gates or monuments.

If requested by the City, and no sooner than 3,000 P.M. peak-hour trips, and provided that the initial $250,000 payment has been spent and a complete accounting thereof is submitted to and accepted by the Applicant, the Applicant would make an additional lump sum payment of $250,000 to the City for additional design and implementation of neighborhood traffic management measures for the affected residential areas. Any unused portion of this payment would be returned to the Applicant within one year after the expiration of the Development Agreement.

Trigger Value: First Project building permit for initial $250,000 payment; 3,000 P.M. peak-hour trips, provided that the initial $250,000 has been spent and accounted for.

Monitoring Phase: Pre-Construction/~~Construction~~ Operation

Enforcement Agency: City of Long Beach Department of Public Works

Monitoring Agency: City of Long Beach Department of Public Works

Action Indicating Compliance: Provision of necessary funding or other suitable financial instrument by the Applicant

Public Transit Measures/Improvements

MM-V.L-19 The Applicant shall consult with Long Beach Transit (LBT) and the Metropolitan Transportation Authority (MTA) to address the project's anticipated transit demand needs.

Monitoring Phase: Pre-Construction

Enforcement Agency: Long Beach Transit and Metropolitan Transportation Authority

Monitoring Agency: City of Long Beach Department of Public Works

Action Indicating Compliance: Documentation from transit agencies acknowledging actions of Applicant to address transit needs

Bicycle Facility Improvements

MM-V.L-20 In keeping with the intent of the Long Beach Bicycle Master Plan, the project will continue to provide a Class I bike lane within the Carson Street parkway adjacent to the site ~~between First Street and Lakewood Boulevard~~ and will provide a ~~Class II~~ bike lane that extends through the project site south from Carson Street and west to the Paramount Boulevard/Cover Street intersection. These bicycle facility improvements will occur simultaneously with the phasing of the on-site streets.

Trigger Value: Pursuant to Development Agreement schedule

Monitoring Phase: Construction

Enforcement Agency: City of Long Beach Departments of Public Works and Planning and Building

Monitoring Agency: City of Long Beach Departments of Public Works and Planning and Building

Action Indicating Compliance: Documentation by Applicant showing that improvements have

been suitably guaranteed, such as through bonding

Parking Measure

MM-V.L-21 A shared parking analysis will be prepared and submitted to the City of Long Beach for review and approval to justify a reduction in the Code-required on-site parking for the uses that will implement joint-use parking.

Monitoring Phase: Prior to Issuance of Building Permit

Enforcement Agency: City of Long Beach Departments of Public Works and Planning and Building

Monitoring Agency: City of Long Beach Departments of Public Works and Planning and Building

Action Indicating Compliance: Approval of shared parking analysis by the City of Long Beach Traffic Engineer and reduction of parking requirements by the Zoning Administrator

As the PacifiCenter project is developed, the traffic mitigation measures listed above will be implemented in a phased manner. These measures will be phased to mitigate off-site traffic impacts before they become significant. The various components of mitigation (i.e., off-site physical improvements; regional traffic signal system corridor upgrades; transportation demand management; neighborhood traffic management programs; and new roadway linkages) will be staged to anticipate the traffic consequences of project development as it is implemented.

The Project Trip Cap is 5,586 P.M. peak-hour trips. No Project building permit shall be issued if the calculated Project trip generation exceeds this Trip Cap and until otherwise demonstrated by the Applicant that any excess trips have been adequately reduced or mitigated to the satisfaction of the City Traffic Engineer.

Prior to the issuance of each building permit for new construction, a calculation shall be made of the total site trip generation. This calculation shall add the trip generation of the new project building to the total site trip generation calculated for the previously approved project building permit. The calculations shall be based on the trip generation rates in Table FEIR 1 on page 153. If more current trip generation rates applicable to project uses are available and have been published in the Institute of

Table FEIR III-1

Project Trip-Generation Rates for Proposed and Existing Uses

Proposed Use	Trip-Generation Rate
Proposed Use	
Office Park ("Commercial District")	1.02 per 1,000 gsf
Single-Family Detached	0.95 per du
Apartment	0.54 per du
Condominium/Townhouse/Flat	0.40 per du
Retail	5.47 per 1,000 gsf
Hotel	0.61 per rm
Existing Uses To Be Removed	
Office, R&D, Warehousing, Manufacturing	0.30 per 1,000 gsf
Mechanical, Storage	

gsf = gross square feet du = dwelling unit rm = room

Source: Crain & Associates, 2004.

Transportation Engineers (ITE) Trip Generation manual, the City Traffic Engineer shall have the option of using the more current ITE rates. Where development flexibility is allowed, such flexibility shall be based on the trip generation equivalency rates in Table FEIR 2 on page 154, unless the equivalency rates require revision due to the use of more current ITE trip generation rates as previously noted. For allowable project uses that are difficult to categorize, the City Traffic Engineer shall use reasonable methods to establish the appropriate trip generations or equivalencies for those uses.

Trip generation credit shall also be granted for buildings demolished or removed from the site since October 1, 2000, as documented by the Applicant. Such credit shall be granted according to the "Existing Uses" trip-generation rate of 0.30 per 1,000 gross square feet in Table FEIR 1. This rate is based on site driveway traffic volumes counted approximately October 1, 2002, which inherently reflect occupied and unoccupied buildings that existed on the site at that time.

Based on the total site trip generation calculated with the inclusion of the new project building, any applicable transportation mitigation measures shall be implemented from the measures listed above. All applicable measures shall be completed prior to the issuance of the final certificate of occupancy for the new project building. A certificate shall not be withheld if an applicable measure is delayed by circumstances beyond the control of the Applicant, or rejected by a jurisdiction where the measure is located. In the event an applicable measure is rejected by a jurisdiction

Table FEIR III-2

Project Trip-Generation Equivalency Rates for Proposed Uses

Proposed Land Use and Unit of Measure	Peak-Hour Trip-Generation Equivalency Rate	
Office Park ("Comm. Distr."), 1,000 gsf	1.076 du	Single-Family Detached
	1.900 du	Apartment
	2.573 du	Condominium/Townhouse/Flat
	186.648 gsf	Retail
	1.675 rm	Hotel
Single-Family Detached, 1 du	978.869 gsf	Office Park ("Comm. Distr.")
	1.765 du	Apartment
	2.390 du	Condominium/Townhouse/Flat
	173.390 gsf	Retail
	1.556 rm	Hotel
Apartment, 1 du	526.341 gsf	Office Park ("Comm. Distr.")
	0.567 du	Single-Family Detached
	1.354 du	Condominium/Townhouse/Flat
	98.241 gsf	Retail
	0.881 rm	Hotel
Condominium/Townhouse/Flat, 1 du	388.682 gsf	Office Park ("Comm. Distr.")
	0.418 du	Single-Family Detached
	0.738 du	Apartment
	72.547 gsf	Retail
	0.651 rm	Hotel
Retail, 1,000 gsf	5,357.676 gsf	Office Park ("Comm. Distr.")
	5.767 du	Single-Family Detached
	10.179 du	Apartment
	13.784 du	Condominium/Townhouse/Flat
	8.973 rm	Hotel
Hotel, 1 rm	597.112 gsf	Office Park ("Comm. Distr.")
	0.643 du	Single-Family Detached
	1.134 du	Apartment
	1.536 du	Condominium/Townhouse/Flat
	111.450 gsf	Retail

gsf = gross square feet du = dwelling unit rm = room

Source: Crain & Associates, 2004.

where the measure is located, prior to the construction or installation of that measure, a mitigation measure of reasonably similar cost and effectiveness may be substituted as the City shall direct. If no such measure can be identified, then an in-lieu payment in the amount of the cost of the original measure shall be made to the City's Traffic Mitigation Program Fund. The cost of the original improvement shall be determined by a Project Study Report or equivalent document acceptable to the Director of Public Works. In addition, the Applicant shall not be precluded from accelerating the implementation of any of these measures.

~~If mitigation measures that are not controlled by the City of Long Beach are precluded (e.g., mitigation measures that are under the jurisdiction of another agency and are not implemented by that agency), additional significant impacts could result.~~

SECTION V.M.2 SEWER

Volume II, Section V.M.2, Sewer, page 754. Revise the fifth sentence of the second paragraph to reflect updated information as follows:

> Providing primary, secondary, and tertiary treatment for a wastewater service population of 250,000 people, this plant has a design capacity of 25 mgd and processes an average flow of ~~18~~ 19.1 mgd.[436]

Volume II, Section V.M.2, Sewer, page 754. Revise Footnote 436 as follows:

> Flows as of March 2003, as reported by the CSDLA; refer to the Sewer Study. Updated April 13, 2004, as reported by the CSDLA.

Volume II, Section V.M.2, Sewer, pages 754 and 755. Revise the last sentence at the bottom of the page as follows:

> The JWPCP treats an average flow of ~~326.5~~ 322.3 mgd and has a design capacity of 385 mgd.[437]

Volume II, Section V.M.2, Sewer, page 755. Revise Footnote 437 as follows:

> Flows as of March 2003, as reported by the CSDLA; refer to the Sewer Study. Updated April 13, 2004, as reported by the CSDLA.

Volume II, Section V.M.2, Sewer, page 755. Revise the last sentence of the second paragraph as follows:

Portions of this line are owned respectively by the City of Long Beach and ~~CSDLA~~LACDPW.

Volume II, Section V.M.2, Sewer, page 756. Revise the first sentence of the first full paragraph as follows:

LBWD and ~~CSDLA~~ Los Angeles County Department of Public Works (LACDPW) provide sewer services to the PacifiCenter site. All infrastructure improvements necessary as part of the PacifiCenter project will be constructed in accordance with applicable LBWD and ~~CSDLA~~ LACDPW requirements.

Volume II, Section V.M.2, Sewer, page 756. Revise the last sentence at the bottom of the page as follows:

Existing wastewater flows and the capacity of the LBWD and ~~CSDLA~~ LACDPW sewer system were based on information provided by the LBWD and CSDLA.

Volume II, Section V.M.2, Sewer, page 758. Revise the second paragraph as follows:

The proposed system within the City of Long Beach portion of the site will be designed in accordance with the City of Long Beach design standards for all pipelines located within the City of Long Beach. Similarly, infrastructure improvements located within the Lakewood portion of the project site will meet applicable Los Angeles County Department of Public Work requirements ~~and CSDLA requirements~~. Sewer facilities located within the Lakewood portion of the site (approximately 1,000 feet in length) will be maintained by ~~CSDLA No. 3~~ LACDPW. In addition, any food service uses located ~~within the Lakewood portion of~~ on the project site will implement a proper grease control program, as appropriate.

Volume II, Section V.M.2, Sewer, page 761. Revise the second and third sentences of the second paragraph as follows:

The LBWRP has a design capacity of 25 mgd (38.7 cfs) and a remaining treatment capacity of ~~7~~ 5.9 mgd (~~10.8~~ 9.2 cfs). JWPCP has a design capacity of 385 mgd (595.7 cfs) and a remaining capacity of ~~58.5~~ 62.7 mgd (~~90.5~~ 98.2 cfs).

Volume II, Section V.M.2, Sewer, page 762. Revise the third sentence of the second paragraph as follows:

As discussed above, the PacifiCenter site receives sewer services from both the LBWD (in the City of Long Beach portion of the site) and the ~~CSDLA~~ LACDPW (in the Lakewood portion).

Volume II, Section V.M.2, Sewer, page 763. Revise Mitigation Measure V.M.2-1 as follows:

V.M.2-1 The proposed on-site sewer line improvements and associated sewer line connections located within the City of Lakewood portion of the project site shall be designed to meet applicable standards set forth by the Los Angeles County Department of Public Works (LACDPW) and shall be maintained by the ~~County of Los Angeles Sanitation District Number 3 (CSDLA No.3).~~LACDPW. Associated wastewater flows shall discharge into sewer facilities located within the City of Long Beach portion of the project site, and the Long Beach Water Department (LBWD), on behalf of the City of Long Beach, shall accept such flows from the Lakewood portion of the on-site sewer system (approximately 1,000 feet in length). During the design phase of the on-site sewer line improvements, a new sewer manhole shall be located at the boundary between the Cities of Long Beach and Lakewood as a point of demarcation.

Monitoring Phase: Pre-Construction

Enforcement Agency: Long Beach Water Department and Los Angeles County Department of Public Works

Monitoring Agency: Long Beach Water Department and ~~County of Los Angeles Sanitation District Number 3~~ Los Angeles County Department of Public Works

Action Indicating Compliance: Approval of Plans/Issuance of Building Permits

Volume II, Section V.M.2, Sewer, pages 763 and 764. Revise Mitigation Measure V.M.2-2 as follows:

V.M.2-2 Any food service uses located within ~~the Lakewood portion of~~ the project site shall implement a grease control program, as appropriate, that shall include the installation of grease traps at the property, proper maintenance, and regular inspections.

Monitoring Phase: Pre-Construction

Enforcement Agency: Los Angeles County Department of Public Works

Monitoring Agency: City of Long Beach Department of Planning and Building and City of Lakewood Community Development Department

Action Indicating Compliance: Approval of Plans/Issuance of Building Permits

SECTION V.M.3 SOLID WASTE

Volume II, Section V.M.3, Solid Waste, page 766. Revise the fifth and sixth sentences of the first paragraph as follows:

> In addition, an application ~~is currently being processed~~ to add 38 million tons of disposal capacity to the Puente Hills Landfill was recently approved. ~~Although the Final EIR was certified on January 23, 2002, various technical permits and land use approvals are still required for final permit approval.~~[444] The conditional use permit for the Puente Hills Landfill authorizes the disposal of a maximum of 13,200 tons per day. Typically, the landfill closes early due to permit-imposed tonnage restrictions. Disposal operations will continue under the conditional use permit until October 31, 2013, at which time the site will stop accepting waste for disposal.

Volume II, Section V.M.3, Solid Waste, page 766. Revise the seventh and eighth sentences of the first paragraph as follows:

> Finally, in August 2000, the Los Angeles County Sanitation District ~~purchased the Eagle Mountain Landfill, which is located in Riverside County, and the Mesquite Landfill, which is located in Imperial County. Both facilities are waste-by-rail landfills that are fully permitted but not yet constructed due to ongoing federal litigation~~[445] entered into Purchase and Sale Agreements on the only two fully permitted rail haul landfills in California: the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. The Districts closed escrow on the Mesquite Regional Landfill in December 2002.[445] Due in part to pending federal litigation, the Districts have not closed escrow on the purchase of the Eagle Mountain Landfill
>
> [445] Closing escrow on the Mesquite Regional Landfill has allowed the initial waste-by-rail system development plans to proceed. The Districts are retaining a Consultant to prepare a comprehensive master plan for the development of the site including the landfill and rail infrastructure. Work on this project is currently ongoing

and scheduled to finish by Fall 2004. Following completion of the master plan, the Districts intend to pursue concurrent final design and construction of the facilities necessary to begin operation. The Mesquite Regional Landfill is scheduled to open for rail shipments of waste in 2009.

Volume II, Section V.M.3, Solid Waste, page 766. Revise the first paragraph to update a sentence and to add a sentence as follows:

In addition, an application ~~is currently being processed~~ was approved to add 38 million tons of disposal capacity to the Puente Hills Landfill. The Puente Hills Materials Recovery Facility is scheduled to begin operating in September 2004. The facility is permitted to accept 4,400 tons per day and 24,000 tons per week of municipal solid waste. Residual waste will be transported to permitted landfills.

Volume II, Section V.M.3, Solid Waste, page 768, Table 76. Replace Table 76 with the revised Table 76 as shown on page 160 of this Final EIR.

Volume II, Section V.M.3, Solid Waste, page 769, Table 77. Replace Table 77 with revised Table 77 as shown on page 161 of this Final EIR.

Volume II, Section V.M.3, Solid Waste, page 771, Table 78. Replace Table 78 with the revised Table 78 as shown on page 162 of this Final EIR.

Volume II, Section V.M.3, Solid Waste, page 773. Delete the last two sentences in the last paragraph as follows:

Senate Bill 1374 (Kuehl), (Construction and Demolition Waste Materials: Diversion Requirements) passed in 2002, requires that the annual report submitted to the CIWMB also include a summary of the progress made in diversion of construction and demolition waste materials. In addition, SB 1374 requires the CIWMB, by March 1, 2004, to adopt a model ordinance suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition (C&D) waste materials from landfills. ~~Local agencies will be required to adopt C&D diversion ordinances with diversion rates by a specified timeframe in accordance with SB 1374. If such an ordinance is not adopted by the local agency, then the model ordinance adopted by the CIWMB will take effect~~.

Volume II, Section V.M.3, Solid Waste, page 774. Revise the last sentence of the first paragraph as follows:

If no such ordinances exist, ~~the size shall be based on the model ordinance prepared by CIWMB~~ the State's model ordinance shall take effect.[456]

Revised Table 76

DISTRIBUTION OF CITY OF LONG BEACH SOLID WASTE TO DISPOSAL SITES ~~2001~~ 2002

Landfill	Location	Type	Quantity Disposed (Tons)	Percentage of Solid Waste Disposed
Southeast Resource Recovery Facility	Long Beach	Transformation Facility	271,332	40.15%
Puente Hills	Unincorporated Los Angeles County	Class III	241,923	35.80%
Olinda Alpha Sanitary Landfill	Brea	Class III	70,494	10.43%
Prima Deshecha Sanitary Landfill	San Juan Capistrano	Class III	23,187	3.43%
El Sobrante Sanitary Landfill	Riverside County	Class III	19,520	2.89%
Chiquita Canyon	Valencia	Class III	17,517	2.59%
Frank R. Bowerman Sanitary Landfill	Irvine	Class III	7,723	1.14%
Bradley	Los Angeles	Class III	7,150	1.06%
Simi Valley Landfill – Recycling Center	Ventura County	Class II, III	6,139	0.91%
Sunshine Canyon	Unincorporated Los Angeles County	Class III	5,923	0.88%
Azusa Land Reclamation Co.	Azusa	Closed (October 1996) Currently accepts inert waste	3,196	0.47%
Commerce Refuse-to-Energy Facility	Commerce	Transformation Facility	696	0.10%
CWMI Kettleman Hills Facility	Kettleman City	Class II, III	441	0.07%
Antelope Valley Public Landfill	Palmdale	Class III	259	0.04%
Arvin Sanitary Landfill	Kern County	Class III	152	0.02%
Lancaster Landfill and Recycling Center	Lancaster	Class III	54	0.01%
San Timoteo Sanitary Landfill	Redlands	Class III	19	<0.01%
Colton Sanitary Landfill	Colton	Class III	10	<0.01%
Fontana Refuse Disposal Site	Fontana	Class III	7	< 0.01%
Total Disposal (2002)			**~~666,423.46~~ 675,742**	**100%**

Source: CIWMB Report, Jurisdiction Disposal by Facility for City of Long Beach, ~~2001~~ 2002.

Revised Table 77

CAPACITIES OF PRIMARY DISPOSAL SITES FOR WASTE FROM THE CITIES OF LONG BEACH AND LAKEWOOD

Landfill Site	Location	Annual Permitted Capacity (million tons) [a]	Year ~~2001~~ 2003 Annual Disposal (million tons) [b]	Remaining Permitted Capacity (million tons) [c]	Permit Expiration Date
Los Angeles County					
(Class III Landfills)					
Bradley	Los Angeles	3.06	0.46	1.13	~~January~~ March 2007
Chiquita Canyon	Valencia	1.56	1.54	17.23	November 2019
Puente Hills [g]	Unincorporated Los Angeles County	4.04	3.72	44.86 [d]	~~November 2003~~ October 2013 [d]
Sunshine Canyon	Unincorporated Los Angeles County	2.02	1.80	8.10 [e]	January 2004 [e]
(Unclassified Landfills)					
Azusa Land Reclamation	Azusa	1.99	0.19	27.35 [f]	January 2025
Orange County					
(Class III Landfills)					
Prima Deshecha	San Juan Capistrano	1.22	0.76	75.23	~~January 2040~~2067
Olinda Alpha Sanitary	Brea	2.45	2.05	23.85	~~January 2013~~2013
Frank Bowerman	Irvine	2.60	2.15	49.17	~~January 2024~~2022

[a] *Annual capacity based on six-day work week and six holidays, unless otherwise noted.*

[b] *Orange County data is for the 7/1/~~2001~~ 2002 – 6/30/~~2002~~ 2003 time period.*

[c] *Los Angeles County landfill data as of 1/1/~~2002~~2003; Orange County landfill data as of 6/30/~~2002~~2003.*

[d] *~~Application permit for expansion/extension is pending. When approved, the landfill life will be extended through year 2013, with 38 million tons of increased disposal capacity. This extension/ expansion data is not reflected in these figures.~~As of 4/1/2004, includes 38 million tons of capacity approved by use permit in 2003.*

[e] *The City of Los Angeles granted a Conditional Use Permit for the expansion of Sunshine Canyon Landfill in December 1999. While the Regional Water Quality Control Board approved the expansion in December 2003, these figures reflect conditions prior to the approved expansion, which will provide an additional 73 million tons of capacity.*

[f] *By court order, on 10/2/96, the California Regional Water Quality Control Board – Los Angeles Region ordered the Azusa Land Reclamation Landfill to immediately cease accepting Municipal Solid Waste. Permitted daily capacity of 6,500 tpd consists of 6,000 tpd of refuse and 500 tpd of inert waste. Facility currently accepts inert waste only.*

[g] *The Puente Hills Materials Recovery Facility is scheduled to begin operating in September 2004. The facility is permitted to accept 4,400 tons per day and 24,000 tons per week of municipal solid waste. Residual waste will be transported to permitted landfills.*

Sources: California Integrated Waste Management Board; Los Angeles County Countywide Integrated Waste Management Plan ~~2001~~ 2002 Annual Report; and Orange County Integrated Waste Management Department, Landfill Capacity Data as of June 30, ~~2002~~ 2003; County Sanitation District of Los Angeles County, letter dated March 23, 2004.

Revised Table 78

DISTRIBUTION OF CITY OF LAKEWOOD SOLID WASTE TO DISPOSAL SITES
~~2001~~2002

Landfill	Location	Type	Quantity Disposed (Tons)	Percentage of Solid Waste Disposed
Southeast Resource Recovery Facility	Long Beach	Transformation Facility	36,053	52.14%
Puente Hills	Unincorporated Los Angeles County	Class III	15,542	22.48%
Chiquita Canyon	Valencia	Class III	6,620	9.57%
Frank R. Bowerman Sanitary Landfill	Irvine	Class III	5,456	7.89%
Prima Deshecha Sanitary Landfill	San Juan Capistrano	Class III	4,506	6.52%
Olinda Alpha Sanitary Landfill	Brea	Class III	687	0.99%
Azusa Land Reclamation	Azusa	Closed (October 1996) Currently accepts inert waste	181	0.26%
Arvin Sanitary Landfill	Kern County	Class III	43	0.06%
El Sobrante Sanitary Landfill	Riverside County	Class III	43	0.06%
Commerce Refuse-to Energy Facility	Commerce	Transformation Facility	14	0.02%
Bradley Landfill West and Extension	Los Angeles	Class III	6	0.01%
~~Sunshine Canyon SLF County Extension~~ Antelope Valley Public Landfill	~~Sylmar~~ Palmdale	Class III	1	<.01%
Total Disposal (2002)			**~~79,716.86~~ 69,152**	**100%**

Source: CIWMB Report, Jurisdiction Disposal by Facility for City of Lakewood, ~~2001~~ 2002.

SECTION VII. OTHER ENVIRONMENTAL CONSIDERATIONS

Volume II, Section VII. Other Environmental Considerations, subsection A., Significant Unavoidable Impacts. After b., page 889, add the following new section that reflects the conclusions presented in Section V.F, Hydrology of the Draft EIR:

c. Hydrology

The project will include improvements to the existing storm drain system, which will result in a beneficial effect since the improvements will replace the aging, deficient system that currently serves the project site. The on-site drainage facilities will be integrated with the overall drainage system serving the entire watershed and will not impede downstream flow capacities. In addition, the decrease in the amount of runoff originating from the project site, due to the increase in pervious surfaces, will result in a beneficial effect. However, the existing double RCB culverts under Lakewood Boulevard are not adequate for the storm flows generated from the project site, as is the case with existing flows to these RCBs. Given the size and length of these facilities, measures to mitigate the capacity shortage are infeasible. Therefore, as discussed in Section V.F, Hydrology of the Draft EIR, a significant and unavoidable project impact relative to hydrology will occur. In addition, implementation of the proposed project in combination with the related projects will result in a significant cumulative impact.

Volume II, Section VII. Other Environmental Considerations, subsection A, Significant Unavoidable Impacts. After the insert c, above, renumber the remaining sections. For example, change “c. Noise” to “d. Noise”, etc.

TECHNICAL APPENDICES

Volume V, Appendix Q, Traffic Impact Study Report

Replace Tables 7, 14(a), 14(b), and 16(c) on pages 64, 114, 115, and 144, respectively, with revised Tables 7, 14(a), 14(b) and 16(c) as shown on pages 164 through 169 of this Final EIR, to remove the inclusion of the HOV lane on the 405 Freeway northbound on-ramp from southbound Cherry Avenue.

Page 84. Upon further review, it was determined that a significant impact criteria that is no longer valid was inadvertently included in the traffic study but was correctly stated in Section V.L, Transportation/Circulation and Parking, of the Draft EIR. Therefore, revise the third paragraph on page 84 as follows:

Revised Table 7

Freeway On-Ramp Demand/Capacity (D/C) and Level of Service (LOS) Summary
Existing (2002) Traffic Conditions

No.	Route	On-Ramp	Capacity		A.M. Peak Hour						P.M. Peak Hour					
					Volume		Demand/Capacity		LOS		Volume		Demand/Capacity		LOS	
			Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane
1	405	SB from NB Bellflower Bl.	900		327		0.363		A		296		0.329		A	
2	405	SB from SB Bellflower Bl.	900		211		0.234		A		271		0.301		A	
3	405	NB from SB Bellflower Bl.	900		482		0.536		A		253		0.281		A	
4	405	NB from NB Bellflower Bl.	1,600		567		0.354		A		489		0.306		A	
5	405	SB from EB Willow St.	900	1,600	360	74	0.400	0.046	A	A	428	88	0.476	0.055	A	A
6	405	SB from SB Lakewood Bl.	900	1,600	203	41	0.226	0.026	A	A	385	79	0.428	0.049	A	A
7	405	NB from NB Lakewood Bl.	900	1,600	795	163	0.883	0.102	D	A	474	97	0.527	0.061	A	A
8	405	NB from SB Lakewood Bl.	900	1,600	282	58	0.313	0.036	A	A	391	80	0.434	0.050	A	A
9	405	SB from Spring St.	900	1,600	265	54	0.294	0.034	A	A	372	76	0.413	0.048	A	A
10	405	SB from SB Cherry Av.	900		474		0.527		A		569		0.632		B	
11	405	NB from WB Spring St.	900	1,600	631	129	0.701	0.081	C	A	713	146	0.792	0.091	C	A
12	405	SB from Orange Av.	900	1,600	274	56	0.304	0.035	A	A	257	53	0.286	0.033	A	A
13	405	NB from NB Cherry Av.	900		454		0.504		A		548		0.609		B	
14	405	NB from SB Cherry Av.	900	~~1,600~~	329	~~56~~	0.366	~~0.035~~	A	A	354	~~60~~	0.393	~~0.038~~	A	A
15	405	NB from EB 32nd St.	900		388		0.431		A		330		0.367		A	
16	405	SB from NB Atlantic Av.	900		254		0.282		A		399		0.443		A	
17	405	SB from SB Atlantic Av.	900		246		0.273		A		284		0.316		A	
18	405	NB from NB Atlantic Av.	900		186		0.207		A		227		0.252		A	
19	91	EB from Atlantic Av.	1,600		512		0.320		A		556		0.348		A	
20	91	WB from Cherry Av.	900	1,600	434	89	0.482	0.056	A	A	442	91	0.491	0.057	A	A
21	91	EB from Cherry Av.	1,600		797		0.498		A		705		0.441		A	
22	91	WB from Paramount Bl.	1,600		532		0.333		A		643		0.402		A	
23	91	EB from Paramount Bl.	1,600		352		0.220		A		401		0.251		A	

Revised Table 7 (Continued)

Freeway On-Ramp Demand/Capacity (D/C) and Level of Service (LOS) Summary
Existing (2002) Traffic Conditions

					A.M. Peak Hour						P.M. Peak Hour					
			Capacity		Volume		Demand/Capacity		LOS		Volume		Demand/Capacity		LOS	
No.	Route	On-Ramp	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane
24	91	WB from Downey Av.	900	1,600	741	152	0.823	0.095	D	A	496	101	0.551	0.063	A	A
25	91	EB from Downey Av.	1,600		498		0.311		A		400		0.250		A	
26	91	WB from SB Lakewood Bl.	1,600		795		0.497		A		807		0.504		A	
27	91	WB from NB Lakewood Bl.	900	1,600	629	129	0.699	0.081	B	A	537	110	0.597	0.069	A	A
28	91	EB from SB Lakewood Bl.	900	1,600	168	34	0.187	0.021	A	A	166	34	0.184	0.021	A	A
29	91	EB from NB Lakewood Bl.	900	1,600	247	51	0.274	0.032	A	A	255	52	0.283	0.033	A	A
30	91	EB from Clark Av.	900	1,600	455	93	0.506	0.058	A	A	344	70	0.382	0.044	A	A
31	91	WB from Bellflower Bl.	1,600		636		0.398		A		638		0.399		A	
32	91	EB from Bellflower Bl.	900	1,600	116	24	0.129	0.015	A	A	143	29	0.159	0.018	A	A

Revised Table 14(a)

Freeway On-Ramp Demand/Capacity (D/C) and Level of Service (LOS) Summary
Future (2020) Without Project Traffic Conditions

					Year 2020 Without Project											
					A.M. Peak Hour						P.M. Peak Hour					
			Capacity		Demand		Demand/ Capacity		LOS		Demand		Demand/ Capacity		LOS	
No.	Route	On-Ramp	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane
1	405	SB from NB Bellflower Bl.	900		359		0.398		A		310		0.345		A	
2	405	SB from SB Bellflower Bl.	900		243		0.269		A		285		0.317		A	
3	405	NB from SB Bellflower Bl.	900		499		0.555		A		279		0.310		A	
4	405	NB from NB Bellflower Bl.	1,600		567		0.354		A		513		0.321		A	
5	405	SB from EB Willow St.	900	1,600	404	83	0.449	0.052	A	A	492	101	0.547	0.063	A	A
6	405	SB from SB Lakewood Bl.	900	1,600	217	44	0.241	0.027	A	A	394	81	0.437	0.050	A	A
7	405	NB from NB Lakewood Bl.	900	1,600	795	163	0.883	0.102	D	A	534	109	0.594	0.068	A	A
8	405	NB from SB Lakewood Bl.	900	1,600	320	66	0.355	0.041	A	A	504	103	0.560	0.064	A	A
9	405	SB from Spring St.	900	1,600	283	58	0.315	0.036	A	A	372	76	0.413	0.048	A	A
10	405	SB from SB Cherry Av.	900		640		0.711		C		580		0.644		B	
11	405	NB from WB Spring St.	900	1,600	664	136	0.737	0.085	C	A	713	146	0.792	0.091	C	A
12	405	SB from Orange Av.	900	1,600	283	58	0.314	0.036	A	A	259	54	0.288	0.033	A	A
13	405	NB from NB Cherry Av.	900		858		0.953		E		548		0.609		B	
14	405	NB from SB Cherry Av.	900	~~1,600~~	399	~~68~~	0.443	~~0.042~~	A	A	438	~~77~~	0.487	~~0.048~~	A	A
15	405	NB from EB 32nd St.	900		388		0.431		A		381		0.423		A	
16	405	SB from NB Atlantic Av.	900		303		0.336		A		428		0.476		A	
17	405	SB from SB Atlantic Av.	900		250		0.278		A		285		0.317		A	
18	405	NB from NB Atlantic Av.	900		265		0.294		A		227		0.252		A	
19	91	EB from Atlantic Av.	1,600		512		0.320		A		556		0.348		A	
20	91	WB from Cherry Av.	900	1,600	434	89	0.482	0.056	A	A	462	95	0.514	0.059	A	A
21	91	EB from Cherry Av.	1,600		809		0.506		A		705		0.441		A	
22	91	WB from Paramount Bl.	1,600		568		0.355		A		716		0.447		A	
23	91	EB from Paramount Bl.	1,600		482		0.301		A		516		0.323		A	
24	91	WB from Downey Av.	900	1,600	764	157	0.848	0.098	D	A	541	110	0.601	0.069	B	A
25	91	EB from Downey Av.	1,600		538		0.336		A		400		0.250		A	
26	91	WB from SB Lakewood Bl.	1,600		813		0.508		A		807		0.504		A	
27	91	WB from NB Lakewood Bl.	900	1,600	661	136	0.735	0.085	C	A	595	122	0.661	0.076	B	A
28	91	EB from SB Lakewood Bl.	900	1,600	168	34	0.187	0.021	A	A	166	34	0.184	0.021	A	A
29	91	EB from NB Lakewood Bl.	900	1,600	310	64	0.345	0.040	A	A	310	63	0.344	0.039	A	A
30	91	EB from Clark Av.	900	1,600	455	93	0.506	0.058	A	A	388	79	0.431	0.049	A	A
31	91	WB from Bellflower Bl.	1,600		643		0.402		A		698		0.436		A	
32	91	EB from Bellflower Bl.	900	1,600	185	38	0.205	0.024	A	A	190	39	0.211	0.024	A	A

Revised Table 14(b)

Freeway On-Ramp Demand/Capacity (D/C) and Level of Service (LOS) Summary
Future (2020) With Project Traffic Conditions

					WITH PROJECT															
					A.M. PEAK HOUR								P.M. PEAK HOUR							
			Capacity		Demand		Demand/ Capacity		LOS		Impact		Demand		Demand/ Capacity		LOS		Impact	
No.	Route	On-Ramp	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane
1	405	SB from NB Bellflower Bl.	900		368		0.409		A		0.011		378		0.420		A		0.075	
2	405	SB from SB Bellflower Bl.	900		252		0.280		A		0.011		353		0.392		A		0.075	
3	405	NB from SB Bellflower Bl.	900		499		0.555		A		0.000		279		0.310		A		0.000	
4	405	NB from NB Bellflower Bl.	1,600		567		0.354		A		0.000		513		0.321		A		0.000	
5	405	SB from EB Willow St.	900	1,600	458	94	0.509	0.059	A	A	0.060	0.007	560	115	0.622	0.072	B	A	0.075	0.009
6	405	SB from SB Lakewood Bl.	900	1,600	298	60	0.331	0.038	A	A	0.090	0.010	606	124	0.673	0.078	B	A	0.236	0.027
7	405	NB from NB Lakewood Bl.	900	1,600	795	163	0.883	0.102	D	A	0.000	0.000	534	109	0.594	0.068	A	A	0.000	0.000
8	405	NB from SB Lakewood Bl.	900	1,600	426	87	0.473	0.055	A	A	0.118	0.014	908	186	1.009	0.116	F	A	0.448*	0.052
9	405	SB from Spring St.	900	1,600	283	58	0.315	0.036	A	A	0.000	0.000	372	76	0.413	0.048	A	A	0.000	0.000
10	405	SB from SB Cherry Av.	900		640		0.711		C		0.000		580		0.644		B		0.000	
11	405	NB from WB Spring St.	900	1,600	664	136	0.738	0.085	C	A	0.000	0.000	713	146	0.792	0.091	C	A	0.000	0.000
12	405	SB from Orange Av.	900	1,600	283	58	0.314	0.036	A	A	0.000	0.000	259	54	0.288	0.033	A	A	0.000	0.000
13	405	NB from NB Cherry Av.	900		858		0.953		E		0.000		548		0.609		B		0.000	
14	405	NB from SB Cherry Av.	900	1,600	447	~~77~~	0.497	~~0.048~~	A	A	0.054	~~0.006~~	554	~~101~~	0.615	~~0.063~~	A	A	0.129	~~0.015~~
15	405	NB from EB 32nd St.	900		388		0.431		A		0.000		381		0.423		A		0.000	
16	405	SB from NB Atlantic Av.	900		304		0.337		A		0.001		429		0.477		A		0.001	
17	405	SB from SB Atlantic Av.	900		250		0.278		A		0.000		285		0.317		A		0.000	
18	405	NB from NB Atlantic Av.	900		265		0.294		A		0.000		227		0.252		A		0.000	
19	91	EB from Atlantic Av.	1,600		529		0.331		A		0.011		564		0.352		A		0.005	
20	91	WB from Cherry Av.	900	1,600	435	89	0.484	0.056	A	A	0.002	0.000	468	96	0.520	0.060	A	A	0.006	0.001
21	91	EB from Cherry Av.	1,600		813		0.508		A		0.002		707		0.442		A		0.001	
22	91	WB from Paramount Bl.	1,600		575		0.359		A		0.004		738		0.461		A		0.014	
23	91	EB from Paramount Bl.	1,600		484		0.302		A		0.001		529		0.331		A		0.008	
24	91	WB from Downey Av.	900	1,600	764	157	0.848	0.098	D	A	0.000	0.000	542	110	0.602	0.069	B	A	0.001	0.000
25	91	EB from Downey Av.	1,600		538		0.336		A		0.000		400		0.250		A		0.000	
26	91	WB from SB Lakewood Bl.	1,600		813		0.508		A		0.000		807		0.504		A		0.000	
27	91	WB from NB Lakewood Bl.	900	1,600	684	140	0.760	0.088	C	A	0.025	0.003	637	130	0.707	0.082	C	A	0.046	0.005
28	91	EB from SB Lakewood Bl.	900	1,600	168	34	0.187	0.021	A	A	0.000	0.000	166	34	0.184	0.021	A	A	0.000	0.000
29	91	EB from NB Lakewood Bl.	900	1,600	379	78	0.421	0.049	A	A	0.076	0.009	476	97	0.529	0.061	A	A	0.185	0.021

Revised Table 14(b) (Continued)

Freeway On-Ramp Demand/Capacity (D/C) and Level of Service (LOS) Summary
Future (2020) With Project Traffic Conditions

					WITH PROJECT															
					A.M. PEAK HOUR								P.M. PEAK HOUR							
			Capacity		Demand		Demand/ Capacity		LOS		Impact		Demand		Demand/ Capacity		LOS		Impact	
No.	Route	On-Ramp	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane
30	91	EB from Clark Av.	900	1,600	455	93	0.506	0.058	A	A	0.000	0.000	403	82	0.448	0.051	A	A	0.017	0.002
31	91	WB from Bellflower Bl.	1,600		643		0.402		A		0.000		698		0.436		A		0.000	
32	91	EB from Bellflower Bl.	900	1,600	185	38	0.205	0.024	A	A	0.000	0.000	197	40	0.218	0.025	A	A	0.007	0.001

**Denotes significant traffic impact.*

Revised Table 16(c)

Freeway On-Ramp Demand/Capacity (D/C) and Level of Service (LOS) Summary
Future (2020) With Project + TDM/Mitigation Traffic Conditions

					Future(2020) With Project + TDM/Mitigation															
					A.M. Peak Hour								P.M. Peak Hour							
			Capacity		Demand		Demand/Capacity		LOS		Impact		Demand		Demand/Capacity		LOS		Impact	
No.	Route	On-Ramp	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane	Metered Lane	HOV Lane
1	405	SB from NB Bellflower Bl.	900		367		0.408		A		0.009		371		0.412		A		0.067	
2	405	SB from SB Bellflower Bl.	900		251		0.279		A		0.009		346		0.384		A		0.067	
3	405	NB from SB Bellflower Bl.	900		499		0.555		A		0.000		279		0.310		A		0.000	
4	405	NB from NB Bellflower Bl.	1,600		567		0.354		A		0.000		513		0.321		A		0.000	
5	405	SB from EB Willow St.	900	1,600	451	93	0.501	0.058	A	A	0.052	0.006	553	114	0.614	0.071	B	A	0.067	0.008
6	405	SB from SB Lakewood Bl.	900	1,600	287	58	0.319	0.036	A	A	0.078	0.009	583	120	0.648	0.075	B	A	0.210	0.024
7	405	NB from NB Lakewood Bl.	900	1,600	795	163	0.883	0.102	D	A	0.000	0.000	534	109	0.594	0.068	A	A	0.000	0.000
8	405	NB from SB Lakewood Bl.	900	1,600	412	85	0.458	0.053	A	A	0.103	0.012	865	177	0.961	0.111	E	A	0.400	0.046
9	405	SB from Spring St.	900	1,600	283	58	0.315	0.036	A	A	0.000	0.000	372	76	0.413	0.048	A	A	0.000	0.000
10	405	SB from SB Cherry Av.	900		640		0.711		C		0.000		580		0.644		B		0.000	
11	405	NB from WB Spring St.	900	1,600	664	136	0.738	0.085	C	A	0.000	0.000	713	146	0.792	0.091	C	A	0.000	0.000
12	405	SB from Orange Av.	900	1,600	283	58	0.314	0.036	A	A	0.000	0.000	259	54	0.288	0.033	A	A	0.000	0.000
13	405	NB from NB Cherry Av.	900		858		0.953		E		0.000		548		0.609		B		0.000	
14	405	NB from SB Cherry Av.	900	1,600	447	~~76~~	0.497	~~0.047~~	A	A	0.054	~~0.005~~	554	~~98~~	0.615	~~0.061~~	A	A	0.129	~~0.013~~
15	405	NB from EB 32nd St.	900		388		0.431		A		0.000		381		0.423		A		0.000	
16	405	SB from NB Atlantic Av.	900		303		0.337		A		0.001		429		0.477		A		0.001	
17	405	SB from SB Atlantic Av.	900		250		0.278		A		0.000		285		0.317		A		0.000	
18	405	NB from NB Atlantic Av.	900		265		0.294		A		0.000		227		0.252		A		0.000	
19	91	EB from Atlantic Av.	1,600		527		0.329		A		0.009		563		0.352		A		0.004	
20	91	WB from Cherry Av.	900	1,600	435	89	0.484	0.056	A	A	0.001	0.000	467	96	0.519	0.060	A	A	0.005	0.001
21	91	EB from Cherry Av.	1,600		812		0.508		A		0.002		706		0.441		A		0.001	
22	91	WB from Paramount Bl.	1,600		574		0.359		A		0.004		736		0.460		A		0.012	
23	91	EB from Paramount Bl.	1,600		484		0.302		A		0.001		528		0.330		A		0.007	
24	91	WB from Downey Av.	900	1,600	764	157	0.848	0.098	D	A	0.000	0.000	542	110	0.602	0.069	B	A	0.001	0.000
25	91	EB from Downey Av.	1,600		538		0.336		A		0.000		400		0.250		A		0.000	
26	91	WB from SB Lakewood Bl.	1,600		813		0.508		A		0.000		807		0.504		A		0.000	
27	91	WB from NB Lakewood Bl.	900	1,600	681	140	0.757	0.087	C	A	0.022	0.002	632	130	0.703	0.081	C	A	0.041	0.005
28	91	EB from SB Lakewood Bl.	900	1,600	168	34	0.187	0.021	A	A	0.000	0.000	166	34	0.184	0.021	A	A	0.000	0.000
29	91	EB from NB Lakewood Bl.	900	1,600	370	76	0.411	0.048	A	A	0.066	0.008	458	94	0.509	0.058	A	A	0.165	0.019
30	91	EB from Clark Av.	900	1,600	455	93	0.506	0.058	A	A	0.000	0.000	402	82	0.446	0.051	A	A	0.015	0.002
31	91	WB from Bellflower Bl.	1,600		643		0.402		A		0.000		698		0.436		A		0.000	
32	91	EB from Bellflower Bl.	900	1,600	185	38	0.205	0.024	A	A	0.000	0.000	196	40	0.218	0.025	A	A	0.006	0.001

Significant Impact Criteria

The City of Long Beach, the lead agency, ~~considers a traffic impact to be significant if the traffic/circulation increases generated by a project result in an intersection level of service falling below the minimum acceptable service level of D, or a worsening of the volume-to-capacity ratio by 0.02 or more of an intersection that currently operates at LOS E or F~~ defines a significant traffic impact as an increase in the CMA value (or volume-to-capacity ratio) of 0.020 or more and the final ("With Project") level of service being E or F.

Page 85. Upon further review, it was determined that the number of significantly impacted intersections were inadvertently overstated but was correctly stated in Section V.L, Transportation, of the Draft EIR. Therefore, revise the first sentence of the last paragraph on page 85 as follows:

The PacifiCenter project would significantly impact ~~60~~ 55 study intersections, prior to implementation of proposed mitigation measures. Of these ~~60~~ 55 intersections, ~~26~~ 24 intersections would be significantly impacted in both the A.M. and P.M. peak hours. Combined with the study intersections that are currently operating an unacceptable LOS, a total of 79 study intersections would be operating at LOS E or F in one or both peak hours after project completion, without mitigation.

Pages 88, 92, 96, 100, 126, and 130. Upon further review, it was determined that the model link for the 405 freeway southbound off-ramp at Spring Street was inadvertently coded incorrectly. Therefore, replace the figures on the above referenced pages with the respective revised figures as shown on pages 171 through 176 of this Final EIR.

Pages 102 through 109. Upon further review, it was determined that in Table 12, the model link for the 405 freeway southbound off-ramp at Spring Street was inadvertently coded incorrectly and that extraneous asterisks denoting a significant project impact were inadvertently included. Therefore, replace Table 12 with the Revised Table 12 as shown on pages 177 through 183 of this Final EIR.

Pages 112, 113, and 118. Upon further review, it was determined that older versions of Tables 13(a), 13(b), and 15 were inadvertently included in the traffic study. Therefore, replace Tables 13(a), 13(b), and 15 with the revised tables as shown on pages 184, 186, and 187 of this Final EIR.

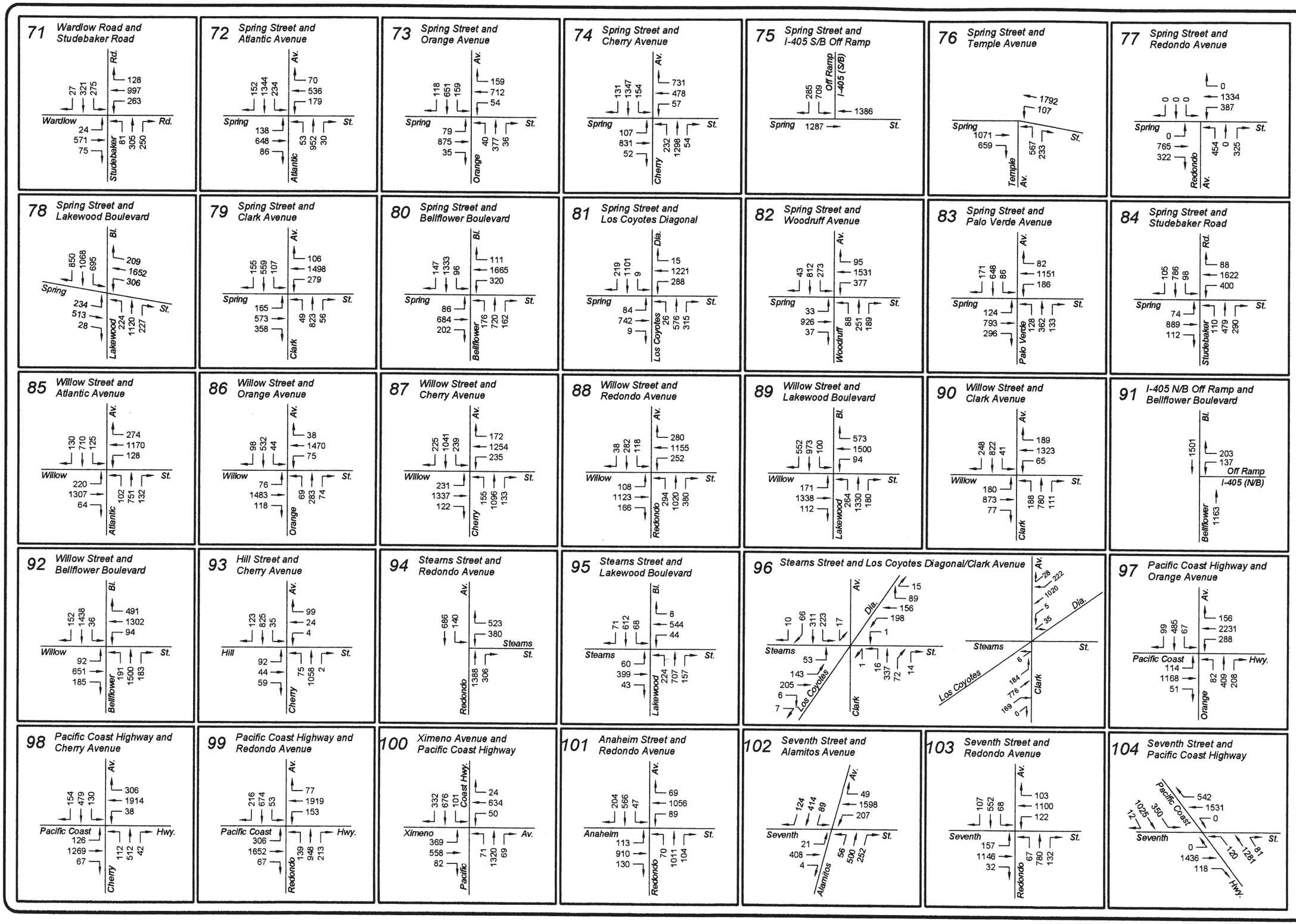


FIGURE 10(a)

6/16/2004

BOEING-LNGBCH\9-2-03\AM2020WO-G3

110INTS-STICKFUT-GRID-3

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2007 Sawtelle Boulevard
Los Angeles, California 90025
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Transportation Planning · Traffic Engineering

FUTURE (2020) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

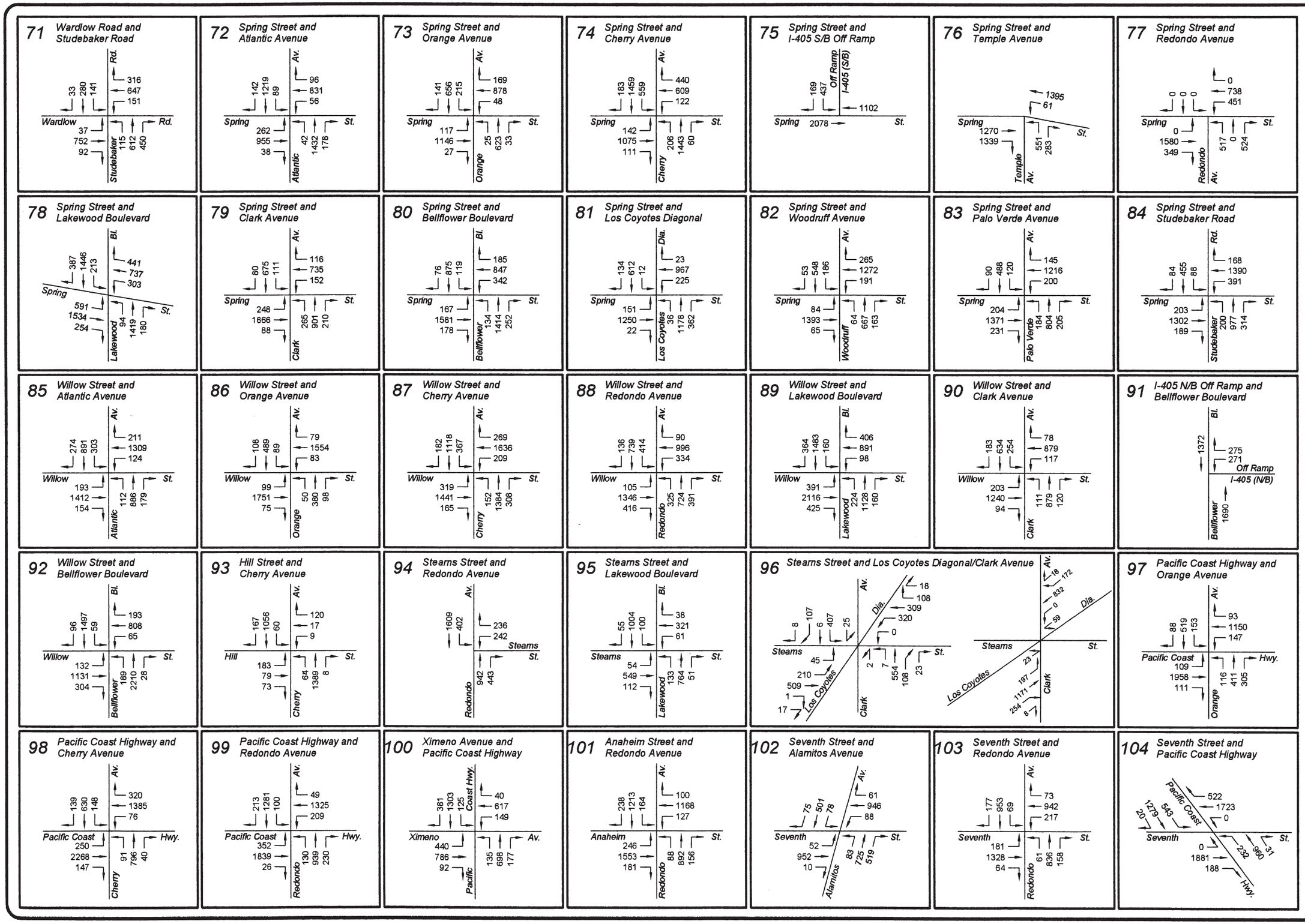

FIGURE 10(b)

6/16/2004

BOEING-LNGBCH\9-2-03\PM2020WO-G3

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FUTURE (2020) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

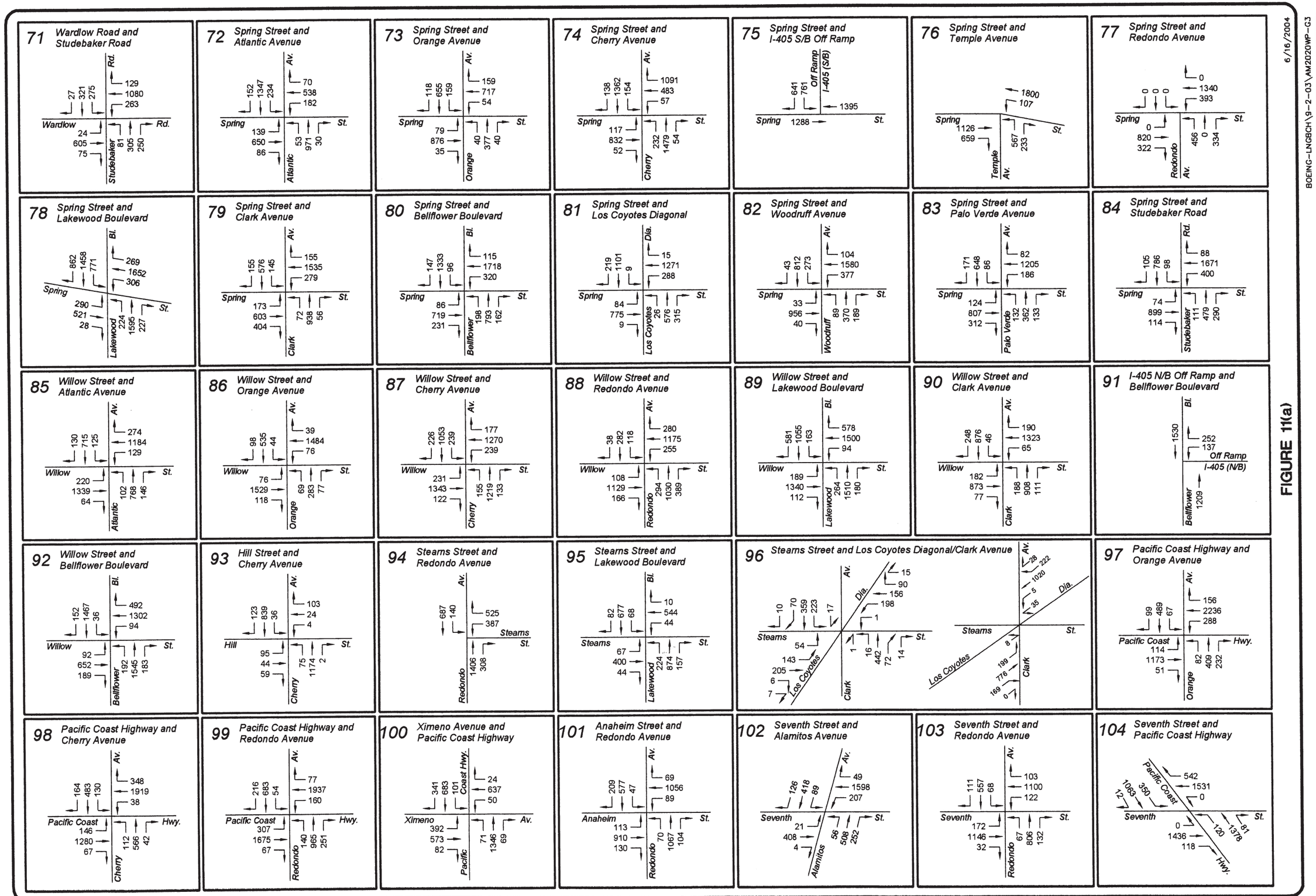

FIGURE 11(a)

FUTURE (2020) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

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_110INTS-STICKFUT-GRID-3
6/16/2004

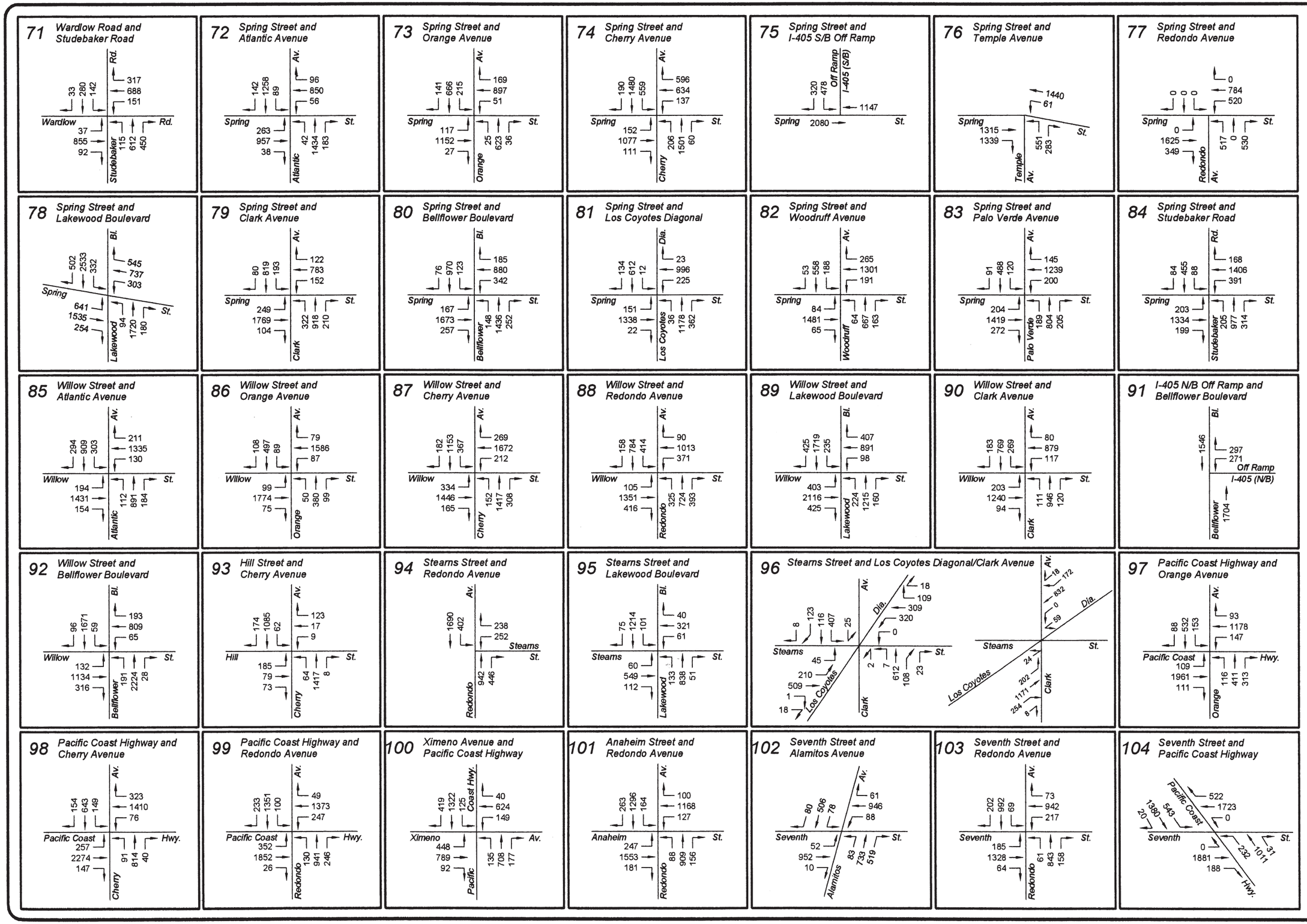

FIGURE 11(b)

6/16/2004

BOEING-LNGBCH\9-2-03\PM2020WP-G3

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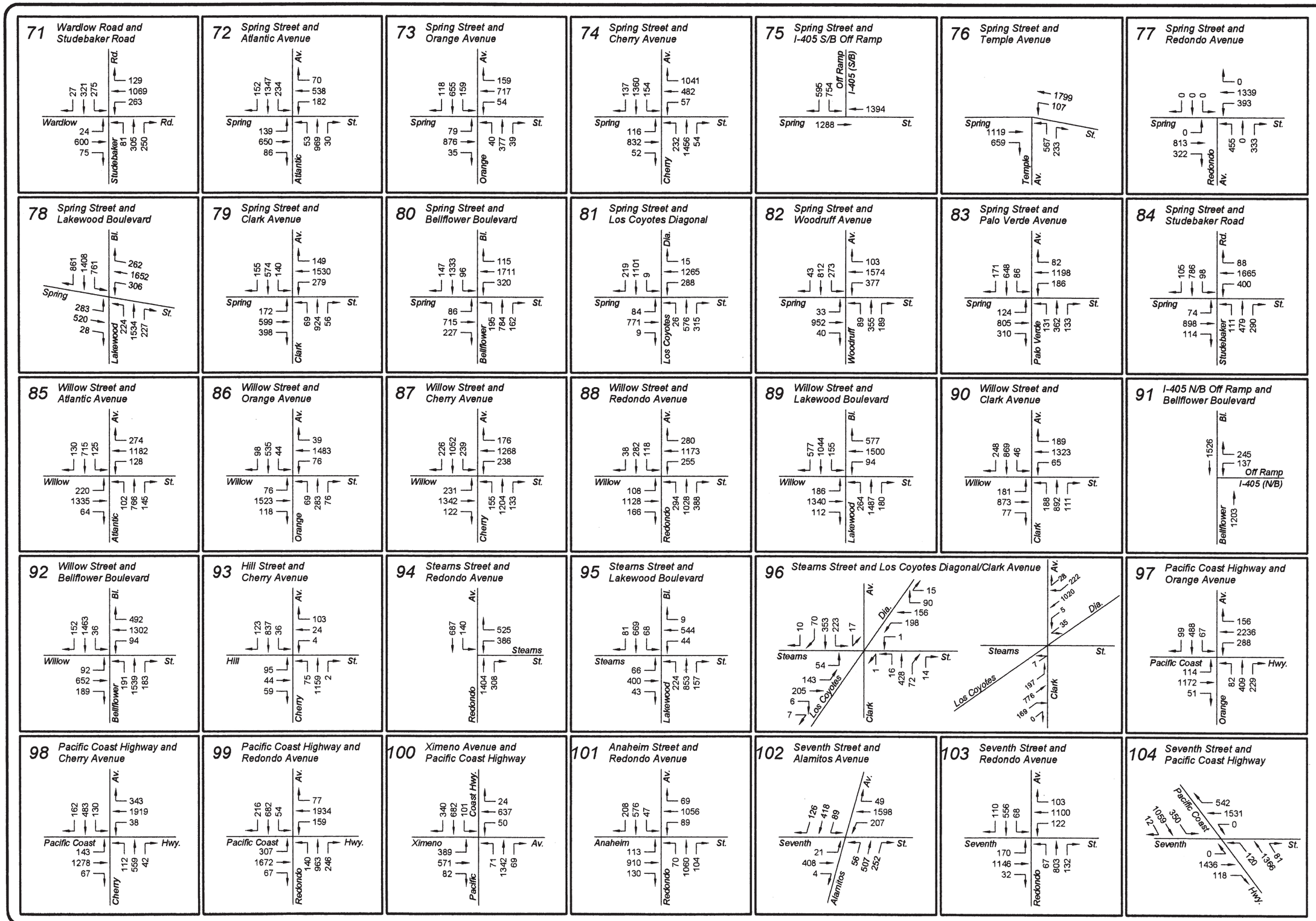
FUTURE (2020) TRAFFIC VOLUMES WITH PROJECT PM PEAK HOUR



6/16/2004

BOEING-LNGBCH\9-2-03\AM2020WPWM-G3

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FIGURE 12(a)

FUTURE (2020) TRAFFIC VOLUMES
WITH PROJECT + MITIGATION
AM PEAK HOUR

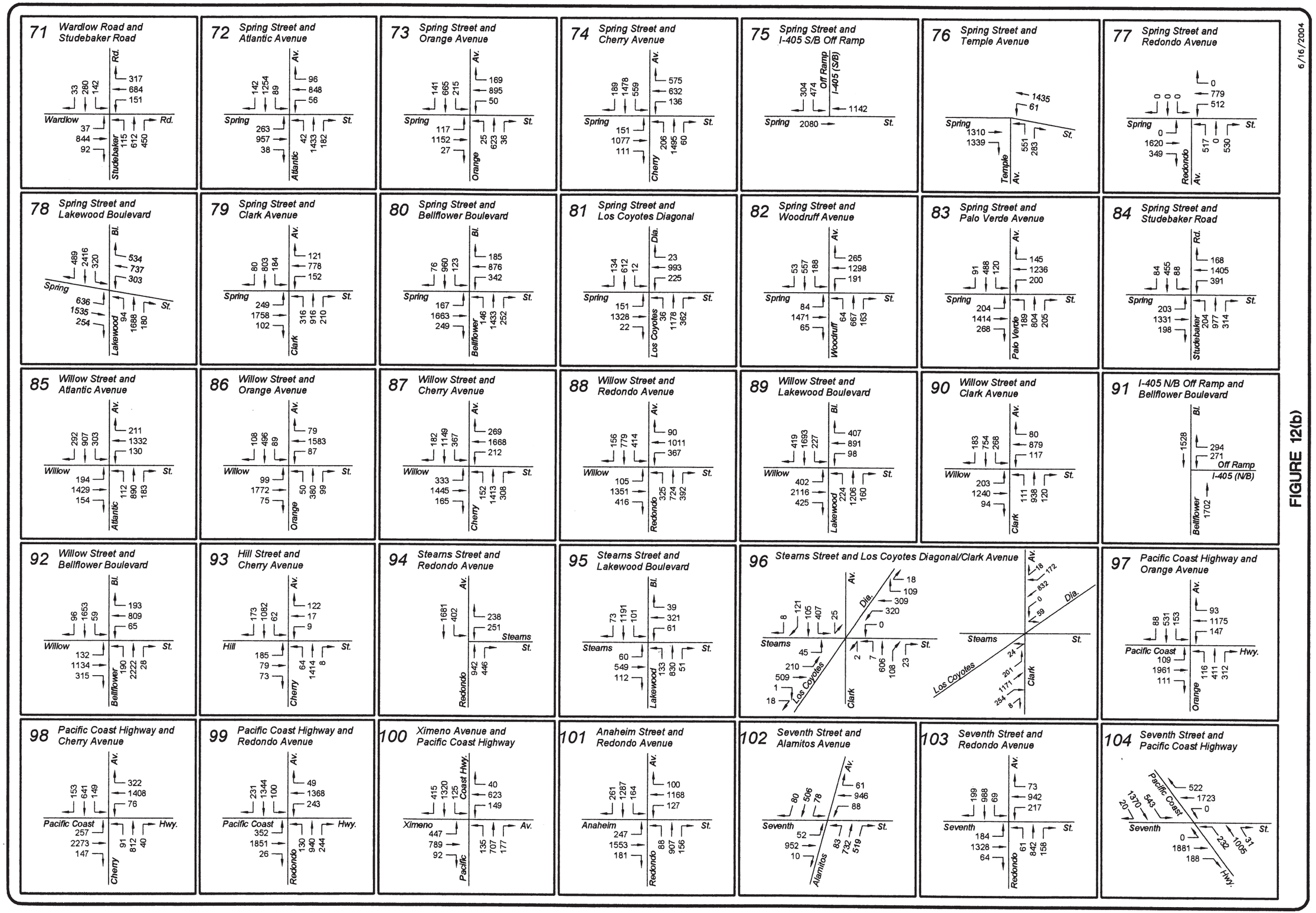

FIGURE 12(b)

6/16/2004

BOEING-LNGBCH\9-2-03\PM2020WPWM-G3

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FUTURE (2020) TRAFFIC VOLUMES
WITH PROJECT + MITIGATION
PM PEAK HOUR

Revised Table 12

Intersection V/C and LOS Summary
Future (2020) Traffic Conditions

No.	Intersection	Peak Hour	Existing V/C	Existing LOS	Future Without Project V/C	Future Without Project LOS	Future With Project V/C	Future With Project LOS	Future With Project Impact	With Project + All Transportation/ Mitigation Measures V/C	With Project + All Transportation/ Mitigation Measures LOS	With Project + All Transportation/ Mitigation Measures Impact
1	Rosecrans Avenue and	A.M.	0.851	D	0.878	D	0.890	D	0.012	0.863	D	-0.015
	Lakewood Boulevard	P.M.	1.044	F	1.116	F	1.132	F	0.016	1.098	F	-0.018
2	Alondra Boulevard and	A.M.	0.653	B	0.804	D	0.841	D	0.037	0.796	C	-0.008
	Paramount Boulevard	P.M.	0.899	D	0.957	E	1.013	F	0.056*	0.953	E	-0.004
3	Alondra Boulevard and	A.M.	0.801	D	0.893	D	0.932	E	0.039*	0.899	D	0.006
	Lakewood Boulevard	P.M.	1.041	F	1.099	F	1.126	F	0.027*	1.090	F	-0.009
4	Flower Street and	A.M.	0.684	B	0.712	C	0.750	C	0.038	0.676	B	-0.036
	Lakewood Boulevard	P.M.	0.782	C	0.851	D	0.884	D	0.033	0.801	D	-0.050
5	SR-91 W/B On/Off Ramps and	A.M.	0.534	A	0.584	A	0.588	A	0.004	0.548	A	-0.036
	Cherry Avenue	P.M.	0.615	B	0.650	B	0.656	B	0.006	0.606	B	-0.044
6	SR-91 E/B On/Off Ramps and	A.M.	0.546	A	0.571	A	0.587	A	0.016	0.543	A	-0.028
	Cherry Avenue	P.M.	0.554	A	0.626	B	0.638	B	0.012	0.608	B	-0.018
7	SR-91 W/B On/Off Ramps and	A.M.	0.545	A	0.654	B	0.707	C	0.053	0.659	B	0.005
	Paramount Boulevard	P.M.	0.699	B	0.803	D	0.835	D	0.032	0.793	C	-0.010
8	SR-91 E/B On/Off Ramps and	A.M.	0.565	A	0.656	B	0.738	C	0.082	0.672	B	0.016
	Paramount Boulevard	P.M.	0.644	B	0.804	D	0.874	D	0.070	0.810	D	0.006
9	SR-91 W/B On/Off Ramps and	A.M.	0.476	A	0.483	A	0.538	A	0.055	0.481	A	-0.002
	Lakewood Boulevard	P.M.	0.617	B	0.654	B	0.700	B	0.046	0.633	B	-0.021
10	SR-91 E/B On/Off Ramps and	A.M.	0.620	B	0.656	B	0.718	C	0.062	0.646	B	-0.010
	Lakewood Boulevard	P.M.	0.727	C	0.770	C	0.853	D	0.083	0.767	C	-0.003
11	Artesia Boulevard and	A.M.	0.907	E	0.978	E	0.994	E	0.016	0.904	E	-0.074
	Cherry Avenue	P.M.	1.144	F	1.236	F	1.245	F	0.009	1.162	F	-0.074
12	Artesia Boulevard and	A.M.	0.710	C	0.838	D	0.893	D	0.055*	0.820	D	-0.018
	Paramount Boulevard	P.M.	1.023	F	1.138	F	1.216	F	0.078*	1.138	F	0.000
13	Artesia Boulevard and	A.M.	1.029	F	1.069	F	1.134	F	0.065*	1.021	F	-0.048
	Lakewood Boulevard	P.M.	1.117	F	1.220	F	1.277	F	0.057*	1.152	F	-0.068
14	South Street and	A.M.	0.494	A	0.570	A	0.592	A	0.022	0.573	A	0.003
	Orange Avenue	P.M.	0.522	A	0.641	B	0.663	B	0.022	0.642	B	0.001
15	South Street and	A.M.	0.880	D	0.962	E	0.968	E	0.006	0.892	D	-0.070
	Cherry Avenue	P.M.	1.166	F	1.266	F	1.275	F	0.009	1.194	F	-0.072
16	South Street and	A.M.	0.653	B	0.776	C	0.858	D	0.082	0.790	C	0.014
	Paramount Boulevard	P.M.	0.887	D	0.988	E	1.068	F	0.080*	0.995	E	0.007

Revised Table 12 (Continued)

Intersection V/C and LOS Summary
Future (2020) Traffic Conditions

No.	Intersection	Peak Hour	Existing V/C	Existing LOS	Future Without Project V/C	Future Without Project LOS	Future With Project V/C	Future With Project LOS	Future With Project Impact	With Project + All Transportation/ Mitigation Measures V/C	With Project + All Transportation/ Mitigation Measures LOS	With Project + All Transportation/ Mitigation Measures Impact
17	South Street and Lakewood Boulevard	A.M.	0.776	C	0.838	D	0.938	E	0.100*	0.842	D	0.004
		P.M.	1.153	F	1.215	F	1.316	F	0.101*	1.187	F	-0.028
18	South Street and Clark Avenue	A.M.	0.785	C	0.849	D	0.874	D	0.025	0.846	D	-0.003
		P.M.	0.943	E	1.014	F	1.039	F	0.025*	1.005	F	-0.009
19	South Street and Bellflower Boulevard	A.M.	0.71	C	0.739	C	0.746	C	0.007	0.677	B	-0.062
		P.M.	0.865	D	0.926	E	0.940	E	0.014	0.853	D	-0.073
20	Market Street and Long Beach Boulevard	A.M.	0.682	B	0.785	C	0.800	C	0.015	0.775	C	-0.010
		P.M.	0.988	E	1.196	F	1.203	F	0.007	1.166	F	-0.030
21	Market Street and Cherry Avenue	A.M.	0.672	B	0.816	D	0.858	D	0.042	0.801	D	-0.015
		P.M.	0.855	D	1.008	F	1.026	F	0.018	0.975	E	-0.033
22	Candlewood Street and Paramount Boulevard	A.M.	0.495	A	0.658	B	0.785	C	0.127	0.693	B	0.035
		P.M.	0.641	B	0.809	D	0.915	E	0.106*	0.831	D	0.022
23	Candlewood Street and Lakewood Boulevard	A.M.	0.543	A	0.634	B	0.756	C	0.122	0.673	B	0.039
		P.M.	0.768	C	0.906	E	1.002	F	0.096*	0.900	D	-0.006
24	Candlewood Street and Clark Avenue	A.M.	0.597	A	0.703	C	0.705	C	0.002	0.685	B	-0.018
		P.M.	0.885	D	1.171	F	1.183	F	0.012	1.148	F	-0.023
25	Candlewood Street and Bellflower Boulevard	A.M.	0.834	D	0.908	E	0.916	E	0.008	0.831	D	-0.077
		P.M.	1.097	F	1.225	F	1.230	F	0.005	1.118	F	-0.107
26	Del Amo Boulevard and Santa Fe Avenue	A.M.	0.723	C	0.791	C	0.807	D	0.016	0.782	C	-0.009
		P.M.	1.195	F	1.282	F	1.293	F	0.011	1.254	F	-0.028
27	Del Amo Boulevard and Long Beach Boulevard	A.M.	0.883	D	0.994	E	1.021	F	0.027*	0.926	E	-0.068
		P.M.	1.027	F	1.219	F	1.232	F	0.013	1.118	F	-0.101
28	Del Amo Boulevard and Atlantic Avenue	A.M.	0.808	D	0.895	D	0.903	E	0.008	0.821	D	-0.074
		P.M.	1.037	F	1.162	F	1.169	F	0.007	1.062	F	-0.100
29	Del Amo Boulevard and Orange Avenue	A.M.	0.834	D	0.971	E	0.989	E	0.018	0.896	D	-0.075
		P.M.	1.008	F	1.150	F	1.184	F	0.034*	1.073	F	-0.077
30	Del Amo Boulevard and Cherry Avenue	A.M.	0.869	D	1.023	F	1.068	F	0.045*	1.000	E	-0.023
		P.M.	1.027	F	1.105	F	1.121	F	0.016	1.058	F	-0.047
31	Del Amo Boulevard and Paramount Boulevard	A.M.	0.807	D	0.948	E	1.079	F	0.131*	0.913	E	-0.035
		P.M.	0.831	D	0.971	E	1.117	F	0.146*	0.945	E	-0.026
32	Del Amo Boulevard and Lakewood Boulevard	A.M.	1.015	F	1.118	F	1.335	F	0.217*	1.053	F	-0.065
		P.M.	1.237	F	1.275	F	1.441	F	0.166*	1.220	F	-0.055
33	Del Amo Boulevard and Clark Avenue	A.M.	0.721	C	0.876	D	0.905	E	0.029*	0.820	D	-0.056
		P.M.	0.938	E	0.997	E	1.035	F	0.038*	0.937	E	-0.060
34	Del Amo Boulevard and Bellflower Boulevard	A.M.	0.951	E	1.006	F	1.031	F	0.025*	0.933	E	-0.073
		P.M.	1.039	F	1.094	F	1.119	F	0.025*	1.014	F	-0.080
35	Del Amo Boulevard and Woodruff Avenue	A.M.	0.838	D	0.900	D	0.949	E	0.049*	0.856	D	-0.044
		P.M.	0.975	E	1.018	F	1.056	F	0.038*	0.958	E	-0.060

Revised Table 12 (Continued)

Intersection V/C and LOS Summary
Future (2020) Traffic Conditions

No.	Intersection	Peak Hour	Existing V/C	Existing LOS	Future Without Project V/C	Future Without Project LOS	Future With Project V/C	Future With Project LOS	Future With Project Impact	With Project + All Transportation/ Mitigation Measures V/C	With Project + All Transportation/ Mitigation Measures LOS	With Project + All Transportation/ Mitigation Measures Impact
36	Del Amo Boulevard and Palo Verde Avenue	A.M.	0.689	B	0.767	C	0.790	C	0.023	0.716	C	-0.051
		P.M.	0.933	E	1.039	F	1.067	F	0.028*	0.967	E	-0.072
37	Del Amo Boulevard and Studebaker Road	A.M.	0.778	C	0.812	D	0.842	D	0.030	0.762	C	-0.050
		P.M.	0.883	D	0.974	E	0.989	E	0.015	0.897	D	-0.077
38	Centralia Street and Clark Avenue	A.M.	0.620	B	0.660	B	0.697	B	0.037	0.672	B	0.012
		P.M.	0.757	C	0.792	C	0.845	D	0.053	0.814	D	0.022
39	Centralia Street and Bellflower Boulevard	A.M.	0.468	A	0.547	A	0.560	A	0.013	0.507	A	-0.040
		P.M.	0.620	B	0.647	B	0.658	B	0.011	0.597	A	-0.050
40	San Antonio Drive and Long Beach Boulevard	A.M.	0.544	A	0.745	C	0.783	C	0.038	0.707	C	-0.038
		P.M.	0.822	D	1.164	F	1.175	F	0.011	1.066	F	-0.098
41	Carson Street and Atlantic Avenue	A.M.	0.610	B	0.828	D	0.863	D	0.035	0.781	C	-0.047
		P.M.	0.842	D	0.934	E	0.965	E	0.031*	0.874	D	-0.060
42	Carson Street and Orange Avenue	A.M.	0.613	B	0.725	C	0.773	C	0.048	0.697	B	-0.028
		P.M.	0.714	C	0.786	C	0.822	D	0.036	0.744	C	-0.042
43	Carson Street and Cherry Avenue	A.M.	0.672	B	0.864	D	0.908	E	0.044*	0.854	D	-0.010
		P.M.	0.886	D	1.052	F	1.133	F	0.081*	1.021	F	-0.031
44	Carson Street and Paramount Boulevard	A.M.	0.575	A	0.699	B	0.835	D	0.136	0.682	B	-0.017
		P.M.	0.865	D	1.104	F	1.368	F	0.264*	1.045	F	-0.059
45	Carson Street and Lakewood Boulevard	A.M.	0.928	E	0.835	D	1.085	F	0.250*	0.854	D	0.019
		P.M.	1.066	F	0.934	E	1.170	F	0.236*	1.017	F	0.083*
46	Carson Street and Faculty Avenue[2]	A.M.	0.482	A	0.558	A	0.692	B	0.134	0.674	B	0.116
		P.M.	0.602	B	0.731	C	0.919	E	0.188*	0.899	D	0.168
47	Carson Street and Clark Avenue	A.M.	0.724	C	0.758	C	0.843	D	0.085	0.757	C	-0.001
		P.M.	0.942	E	1.043	F	1.142	F	0.099*	1.028	F	-0.015
48	Carson Street and Bellflower Boulevard	A.M.	0.884	D	0.967	E	1.105	F	0.138*	0.857	D	-0.110
		P.M.	1.062	F	1.146	F	1.236	F	0.090*	1.114	F	-0.032
49	Carson Street and Woodruff Avenue	A.M.	0.700	B	0.768	C	0.839	D	0.071	0.754	C	-0.014
		P.M.	0.882	D	0.973	E	1.041	F	0.068*	0.940	E	-0.033
50	Carson Street and Palo Verde Avenue	A.M.	0.880	D	1.024	F	1.111	F	0.087*	1.000	E	-0.024
		P.M.	0.924	E	1.096	F	1.146	F	0.050*	1.037	F	-0.059
51	Carson Street and Los Coyotes Diagonal	A.M.	0.718	C	0.807	D	0.830	D	0.023	0.751	C	-0.056
		P.M.	1.022	F	1.093	F	1.124	F	0.031*	1.019	F	-0.074
52	Carson Street and I-605 SB Off-Ramp	A.M.	0.553	A	0.518	A	0.537	A	0.019	0.485	A	-0.033
		P.M.	0.899	D	0.703	C	0.729	C	0.026	0.660	B	-0.043
53	Carson Street and I-605 NB On/Off Ramps	A.M.	0.581	A	0.608	B	0.615	B	0.007	0.558	A	-0.050
		P.M.	0.622	B	0.685	B	0.700	B	0.015	0.635	B	-0.050

Revised Table 12 (Continued)

Intersection V/C and LOS Summary
Future (2020) Traffic Conditions

No.	Intersection	Peak Hour	Existing V/C	Existing LOS	Future Without Project V/C	Future Without Project LOS	Future With Project V/C	Future With Project LOS	Future With Project Impact	With Project + All Transportation/ Mitigation Measures V/C	With Project + All Transportation/ Mitigation Measures LOS	With Project + All Transportation/ Mitigation Measures Impact
54	Carson Street and	A.M.	0.725	C	0.737	C	0.783	C	0.046	0.706	C	-0.031
	Pioneer Boulevard	P.M.	1.101	F	1.229	F	1.248	F	0.019	1.133	F	-0.096
55	Carson Street and	A.M.	0.542	A	0.877	D	0.895	D	0.018	0.867	D	-0.010
	Norwalk Boulevard	P.M.	0.896	D	1.177	F	1.204	F	0.027*	1.166	F	-0.011
56	Cover Street and	A.M.	0.453	A	0.510	A	0.629	B	0.119	0.640	B	0.130
	Paramount Boulevard	P.M.	0.681	B	0.545	A	0.578	A	0.033	0.768	C	0.223
57	Bixby Road and	A.M.	0.637	B	0.797	C	0.804	D	0.007	0.730	C	-0.067
	Atlantic Avenue	P.M.	0.681	B	0.810	D	0.817	D	0.007	0.743	C	-0.067
58	Bixby Road and	A.M.	0.839	D	0.778	C	0.789	C	0.011	0.765	C	-0.013
	Orange Avenue	P.M.	0.767	C	0.822	D	0.828	D	0.006	0.804	D	-0.018
59	Bixby Road and	A.M.	0.532	A	0.679	B	0.777	C	0.098	0.707	C	0.028
	Cherry Avenue	P.M.	0.553	A	0.704	C	0.830	D	0.126	0.774	C	0.070
60	Conant Street/B Street and	A.M.	0.402	A	0.551	A	1.367	F	0.816*	0.936	E	0.385*
	Lakewood Boulevard	P.M.	0.473	A	0.581	A	1.201	F	0.620*	0.888	D	0.307
61	Conant Street and	A.M.	0.342	A	0.371	A	0.734	C	0.363	0.668	B	0.297
	Clark Avenue	P.M.	0.342	A	0.385	A	0.397	A	0.012	0.384	A	-0.001
62	Conant Street and	A.M.	0.44	A	0.521	A	0.669	B	0.148	0.588	A	0.067
	Bellflower Boulevard	P.M.	0.59	A	0.625	B	0.631	B	0.006	0.573	A	-0.052
63	Wardlow Road and	A.M.	0.793	C	1.011	F	1.024	F	0.013	0.928	E	-0.083
	Atlantic Avenue	P.M.	0.86	D	1.040	F	1.067	F	0.027*	0.967	E	-0.073
64	Wardlow Road and	A.M.	0.817	D	0.822	D	0.861	D	0.039	0.827	D	0.005
	Orange Avenue	P.M.	0.868	D	0.865	D	0.900	D	0.035	0.870	D	0.005
65	Wardlow Road and	A.M.	0.838	D	1.115	F	1.145	F	0.030*	0.835	D	-0.280
	Cherry Avenue	P.M.	0.982	E	1.175	F	1.246	F	0.071*	0.965	E	-0.210
66	Wardlow Road/D. Douglas Dr.	A.M.	0.688	B	0.852	D	0.946	E	0.094*	0.849	D	-0.003
	and Lakewood Boulevard	P.M.	0.564	A	0.722	C	0.995	E	0.273*	0.879	D	0.157
67	Wardlow Road and	A.M.	0.585	A	0.598	A	0.690	B	0.092	0.659	B	0.061
	Clark Avenue	P.M.	0.514	A	0.562	A	0.740	C	0.178	0.699	B	0.137
68	Wardlow Road and	A.M.	0.772	C	0.835	D	0.882	D	0.047	0.797	C	-0.038
	Bellflower Boulevard	P.M.	0.931	E	1.003	F	1.120	F	0.117*	1.007	F	0.004
69	Wardlow Road and	A.M.	0.76	C	0.829	D	0.876	D	0.047	0.844	D	0.015
	Woodruff Avenue	P.M.	0.76	C	0.808	D	0.873	D	0.065	0.841	D	0.033
70	Wardlow Road and	A.M.	0.54	A	0.627	B	0.667	B	0.040	0.643	B	0.016
	Palo Verde Avenue	P.M.	0.667	B	0.749	C	0.793	C	0.044	0.766	C	0.017
71	Wardlow Road and	A.M.	0.692	B	0.791	C	0.820	D	0.029	0.793	C	0.002
	Studebaker Road	P.M.	0.784	C	0.865	D	0.901	E	0.036*	0.871	D	0.006

Revised Table 12 (Continued)

Intersection V/C and LOS Summary
Future (2020) Traffic Conditions

No.	Intersection	Peak Hour	Existing V/C	Existing LOS	Future Without Project V/C	Future Without Project LOS	Future With Project V/C	Future With Project LOS	Future With Project Impact	With Project + All Transportation/ Mitigation Measures V/C	With Project + All Transportation/ Mitigation Measures LOS	With Project + All Transportation/ Mitigation Measures Impact
72	Spring Street and Atlantic Avenue	A.M.	0.876	D	1.081	F	1.087	F	0.006	0.988	E	-0.093
		P.M.	0.983	E	1.349	F	1.353	F	0.004	1.230	F	-0.119
73	Spring Street and Orange Avenue	A.M.	0.747	C	0.837	D	0.842	D	0.005	0.765	C	-0.072
		P.M.	0.728	C	0.918	E	0.931	E	0.013	0.845	D	-0.073
74	Spring Street and Cherry Avenue	A.M.	0.633	B	0.861	D	1.011	F	0.150*	0.900	D	0.039
		P.M.	0.774	C	1.010	F	1.037	F	0.027*	0.940	E	-0.070
75	Spring Street and I-405 Southbound Off-Ramp	A.M.	0.750	C	0.752	C	0.776	C	0.024	0.702	C	-0.050
		P.M.	0.674	B	0.888	D	0.905	E	0.017	0.821	D	-0.067
76	Spring Street and Temple Avenue	A.M.	0.641	B	0.701	C	0.793	C	0.092	0.654	B	-0.047
		P.M.	0.617	B	1.140	F	1.140	F	0.000	1.037	F	-0.103
77	Spring Street and Redondo Avenue	A.M.	0.56	A	0.628	B	0.646	B	0.018	0.585	A	-0.043
		P.M.	0.762	C	0.895	D	0.936	E	0.041*	0.847	D	-0.048
78	Spring Street and Lakewood Boulevard	A.M.	0.857	D	1.023	F	1.169	F	0.146*	1.046	F	0.023*
		P.M.	0.825	D	0.989	E	1.264	F	0.275*	1.123	F	0.134*
79	Spring Street and Clark Avenue	A.M.	0.583	A	0.643	B	0.707	C	0.064	0.637	B	-0.006
		P.M.	0.732	C	0.879	D	0.987	E	0.108*	0.887	D	0.008
80	Spring Street and Bellflower Boulevard	A.M.	0.896	D	0.961	E	0.992	E	0.031*	0.897	D	-0.064
		P.M.	0.96	E	1.157	F	1.210	F	0.053*	1.095	F	-0.062
81	Spring Street and Los Coyotes Diagonal	A.M.	0.791	C	0.900	D	0.908	E	0.008	0.825	D	-0.075
		P.M.	0.819	D	0.919	E	0.940	E	0.021*	0.853	D	-0.066
82	Spring Street and Woodruff Avenue	A.M.	0.65	B	0.843	D	0.851	D	0.008	0.773	C	-0.070
		P.M.	0.639	B	0.792	C	0.813	D	0.021	0.737	C	-0.055
83	Spring Street and Palo Verde Avenue	A.M.	0.642	B	0.799	C	0.810	D	0.011	0.735	C	-0.064
		P.M.	0.786	C	0.999	E	1.021	F	0.022*	0.926	E	-0.073
84	Spring Street and Studebaker Road	A.M.	0.772	C	0.949	E	0.952	E	0.003	0.865	D	-0.084
		P.M.	0.89	D	1.076	F	1.087	F	0.011	0.987	E	-0.089
85	Willow Street and Atlantic Avenue	A.M.	0.78	C	0.891	D	0.906	E	0.015	0.823	D	-0.068
		P.M.	1.005	F	1.129	F	1.143	F	0.014	1.037	F	-0.092
86	Willow Street and Orange Avenue	A.M.	0.754	C	0.890	D	0.904	E	0.014	0.820	D	-0.070
		P.M.	0.812	D	0.905	E	0.919	E	0.014	0.835	D	-0.070
87	Willow Street and Cherry Avenue	A.M.	0.812	D	0.909	E	0.915	E	0.006	0.832	D	-0.077
		P.M.	0.844	D	1.123	F	1.147	F	0.024*	1.041	F	-0.082
88	Willow Street and Redondo Avenue	A.M.	0.675	B	0.700	B	0.704	C	0.004	0.640	B	-0.060
		P.M.	0.807	D	0.901	E	0.934	E	0.033*	0.846	D	-0.055
89	Willow Street and Lakewood Boulevard	A.M.	0.887	D	0.918	E	0.940	E	0.022*	0.851	D	-0.067
		P.M.	0.996	E	1.101	F	1.174	F	0.073*	1.060	F	-0.041

Revised Table 12 (Continued)

Intersection V/C and LOS Summary
Future (2020) Traffic Conditions

No.	Intersection	Peak Hour	Existing V/C	Existing LOS	Future Without Project V/C	Future Without Project LOS	Future With Project V/C	Future With Project LOS	Future With Project Impact	With Project + All Transportation/ Mitigation Measures V/C	With Project + All Transportation/ Mitigation Measures LOS	With Project + All Transportation/ Mitigation Measures Impact
90	Willow Street and	A.M.	0.859	D	1.011	F	1.032	F	0.021*	0.936	E	-0.075
	Clark Avenue	P.M.	0.742	C	0.784	C	0.835	D	0.051	0.754	C	-0.030
91	I-405 N/B Off Ramp and	A.M.	0.464	A	0.413	A	0.432	A	0.019	0.390	A	-0.023
	Bellflower Boulevard	P.M.	0.49	A	0.517	A	0.526	A	0.009	0.477	A	-0.040
92	Willow Street and	A.M.	0.838	D	0.950	E	0.959	E	0.009	0.870	D	-0.080
	Bellflower Boulevard	P.M.	0.943	E	1.027	F	1.035	F	0.008	0.940	E	-0.087
93	Hill Street and	A.M.	0.475	A	0.576	A	0.625	B	0.049	0.563	A	-0.013
	Cherry Avenue	P.M.	0.549	A	0.810	D	0.824	D	0.014	0.748	C	-0.062
94	Stearns Street and	A.M.	0.603	B	0.683	B	0.689	B	0.006	0.668	B	-0.015
	Redondo Avenue	P.M.	0.579	A	0.684	B	0.688	B	0.004	0.668	B	-0.016
95	Stearns Street and	A.M.	0.778	C	0.899	D	0.933	E	0.034*	0.844	D	-0.055
	Lakewood Boulevard	P.M.	0.853	D	1.058	F	1.146	F	0.088*	1.034	F	-0.024
96	Stearns Street/Clark Ave and	A.M.	0.907	E	1.053	F	1.106	F	0.053*	1.067	F	0.014
	Los Coyotes Diagonal	P.M.	1.142	F	1.458	F	1.486	F	0.028*	1.439	F	-0.019
97	Pacific Coast Highway and	A.M.	0.833	D	0.907	E	0.910	E	0.003	0.834	D	-0.073
	Orange Avenue	P.M.	0.822	D	0.898	D	0.904	E	0.006	0.829	D	-0.069
98	Pacific Coast Highway and	A.M.	1.004	F	1.109	F	1.175	F	0.066*	1.060	F	-0.049
	Cherry Avenue	P.M.	1.034	F	1.342	F	1.357	F	0.015	1.233	F	-0.109
99	Pacific Coast Highway and	A.M.	0.998	E	1.179	F	1.206	F	0.027*	1.167	F	-0.012
	Redondo Avenue	P.M.	1.004	F	1.177	F	1.235	F	0.058*	1.193	F	0.016
100	Ximeno Avenue and	A.M.	0.912	E	0.986	E	1.006	F	0.020*	0.974	E	-0.012
	Pacific Coast Highway	P.M.	0.842	D	0.882	D	0.888	D	0.006	0.862	D	-0.020
101	Anaheim Street and	A.M.	0.755	C	0.889	D	0.908	E	0.019	0.879	D	-0.010
	Redondo Avenue	P.M.	1.035	F	1.256	F	1.293	F	0.037*	1.252	F	-0.004
102	Seventh Street and	A.M.	0.791	C	0.910	E	0.913	E	0.003	0.886	D	-0.024
	Alamitos Avenue	P.M.	0.779	C	0.881	D	0.884	D	0.003	0.858	D	-0.023
103	Seventh Street and	A.M.	0.864	D	0.943	E	0.964	E	0.021*	0.934	E	-0.009
	Redondo Avenue	P.M.	1.024	F	1.132	F	1.155	F	0.023*	1.119	F	-0.013
104	Seventh Street and	A.M.	1.01	F	1.038	F	1.062	F	0.024*	1.028	F	-0.010
	Pacific Coast Highway	P.M.	1.051	F	1.123	F	1.148	F	0.025*	1.111	F	-0.012
105	Douglas Center Drive/Project	A.M.	0.456	A	0.635	B	0.897	D	0.262	0.768	C	0.133
	Access and Lakewood Blvd	P.M.	0.494	A	0.651	B	0.832	D	0.181	0.739	C	0.088
106	A Street and	A.M.	[1]		[1]		1.013	F		0.784	C	
	Lakewood Boulevard	P.M.	[1]		[1]		0.977	E		0.781	C	
107	Carson Street and	A.M.	0.418	A	0.441	A	0.449	A	0.008	0.444	A	0.003
	Lakewood Drive[2]	P.M.	0.449	A	0.530	A	0.591	A	0.061	0.582	A	0.052

Revised Table 12 (Continued)

Intersection V/C and LOS Summary
Future (2020) Traffic Conditions

No.	Intersection	Peak Hour	Existing V/C	Existing LOS	Future Without Project V/C	Future Without Project LOS	Future With Project V/C	Future With Project LOS	Future With Project Impact	With Project + All Transportation/ Mitigation Measures V/C	With Project + All Transportation/ Mitigation Measures LOS	With Project + All Transportation/ Mitigation Measures Impact
108	Cover Street and Cherry Avenue[2]	A.M.	0.426	A	0.549	A	0.628	B	0.079	0.591	A	0.042
		P.M.	0.710	C	0.906	E	0.917	E	0.011	0.682	B	-0.224
109	Carson Street and First Street[2]	A.M.	[1]		[1]		0.590	A		0.511	A	
		P.M.	[1]		[1]		0.883	D		0.771	C	

* *Denotes a significant project impact.*

[1] *This intersection does not exist, but will be created with the development of the project.*

[2] *This intersection currently is not signalized, although signalization has been assumed for analysis purposes.*

Revised Table 13(a)

San Diego Freeway (I-405) Demand/Capacity (D/C) and Level of Service (LOS) Summary
Future (2020) Without and With Project Traffic Conditions

					Future (2020) Without Project				Future (2020) With Project				
	Freeway Segment	Peak Hour	Direction	Freeway Capacity	Daily Demand	Peak-Hour Demand	D/C Ratio	LOS	Daily Demand	Peak-Hour Demand	D/C Ratio	LOS	Project Impact
1	San Diego Freeway (I-405)	A.M.	N/B	9,600	269,600	10,780	1.123	F	274,100	10,861	1.131	F	0.008
	s/o Route 110 at Carson Scales		S/B	9,600		8,300	0.865	D		8,513	0.887	D	0.022
	(CMP Station)	P.M.	N/B	9,600		8,900	0.927	D		9,156	0.954	E	0.027
			S/B	9,600		10,570	1.101	F		10,665	1.111	F	0.010
2	San Diego Freeway (I-405)	A.M.	N/B	7,600	312,600	10,700	1.408	F	319,800	10,817	1.423	F	0.015
	at Santa Fe Ave.		S/B	7,600		9,760	1.284	F		10,086	1.327	F	0.043*
	(CMP Station)	P.M.	N/B	7,600		10,140	1.334	F		10,506	1.382	F	0.048*
			S/B	7,600		10,750	1.414	F		10,891	1.433	F	0.019
3	San Diego Freeway (I-405)	A.M.	N/B	9,600	303,400	12,510	1.303	F	311,400	12,660	1.319	F	0.016
	betw. I-710 and Atlantic Ave.		S/B	9,600		10,080	1.050	F		10,442	1.088	F	0.038*
		P.M.	N/B	9,600		11,450	1.193	F		11,972	1.247	F	0.054*
			S/B	9,600		11,850	1.234	F		12,021	1.252	F	0.018
4	San Diego Freeway (I-405)	A.M.	N/B	9,600	307,400	10,180	1.060	F	315,400	10,289	1.072	F	0.012
	betw. Atlantic Ave. and Cherry Ave.		S/B	9,600		10,500	1.094	F		10,880	1.133	F	0.039*
		P.M.	N/B	9,600		10,080	1.050	F		10,512	1.095	F	0.045*
			S/B	9,600		11,480	1.196	F		11,659	1.214	F	0.018
5	San Diego Freeway (I-405)	A.M.	N/B	9,600	297,300	10,670	1.111	F	301,300	10,786	1.124	F	0.013
	betw. Cherry Ave. and		S/B	9,600		10,030	1.045	F		10,034	1.045	F	0.000
	Lakewood Blvd.	P.M.	N/B	9,600		9,550	0.995	E		9,994	1.041	F	0.046*
			S/B	9,600		11,890	1.239	F		11,891	1.239	F	0.000
6	San Diego Freeway (I-405)	A.M.	N/B	9,600	295,500	9,690	1.009	F	298,100	9,691	1.009	F	0.000
	betw. Lakewood Blvd. and		S/B	9,600		8,430	0.878	D		8,520	0.888	D	0.010
	Bellflower Blvds	P.M.	N/B	9,600		8,540	0.890	D		8,540	0.890	D	0.000
			S/B	9,600		10,160	1.058	F		10,397	1.083	F	0.025*
7	San Diego Freeway (I-405)	A.M.	N/B	9,600	282,700	10,390	1.082	F	291,100	10,705	1.115	F	0.033*
	betw. Bellflower Blvd. and		S/B	9,600		8,440	0.879	D		8,607	0.897	D	0.018
	Woodruff Ave.	P.M.	N/B	9,600		9,740	1.015	F		9,949	1.036	F	0.021*
			S/B	9,600		9,520	0.992	E		9,958	1.037	F	0.045*

Revised Table 13(a) (Continued)

San Diego Freeway (I-405) Demand/Capacity (D/C) and Level of Service (LOS) Summary
Future (2020) Without and With Project Traffic Conditions

					Future (2020) Without Project				Future (2020) With Project				
	Freeway Segment	Peak Hour	Direction	Freeway Capacity	Daily Demand	Peak-Hour Demand	D/C Ratio	LOS	Daily Demand	Peak-Hour Demand	D/C Ratio	LOS	Project Impact
8	San Diego Freeway (I-405)	A.M.	N/B	9,600	282,100	9,870	1.028	F	291,300	10,280	1.071	F	0.043*
	betw. Woodruff Ave. and		S/B	9,600		8,520	0.888	D		8,686	0.905	D	0.017
	Studebaker Rd.	P.M.	N/B	9,600		8,310	0.866	D		8,515	0.887	D	0.021
			S/B	9,600		10,520	1.096	F		10,953	1.141	F	0.045*
9	San Diego Freeway (I-405)	A.M.	N/B	7,600	294,200	10,460	1.376	F	302,100	10,819	1.424	F	0.048*
	n/o Route 22		S/B	9,600		9,530	0.993	E		9,681	1.008	F	0.015
	(CMP Station)	P.M.	N/B	7,600		9,400	1.237	F		9,587	1.261	F	0.024*
			S/B	9,600		10,930	1.139	F		11,320	1.179	F	0.040*

**Denotes a significant project impact prior to additional mitigation considerations.*

Revised Table 13(b)

Artesia Freeway (SR-91) Demand/Capacity (D/C) and Level of Service (LOS) Summary
Future (2020) Without and With Project Traffic Conditions

					Future (2020) Without Project				Future (2020) With Project				
	Freeway Segment	Peak Hour	Direction	Freeway Capacity	Daily Demand	Peak-Hour Demand	D/C Ratio	LOS	Daily Demand	Peak-Hour Demand	D/C Ratio	LOS	Project Impact
1	Artesia Freeway (SR-91)	A.M.	E/B	11,600	227,600	12,590	1.085	F	228,400	12,647	1.090	F	0.005
	e/o Alameda St. / Santa Fe Ave.		W/B	11,600		6,550	0.565	C		6,559	0.565	C	0.000
	(CMP Station)	P.M.	E/B	11,600		8,520	0.734	C		8,546	0.737	C	0.003
			W/B	11,600		10,640	0.917	D		10,681	0.921	D	0.004
2	Artesia Freeway (SR-91)	A.M.	E/B	9,600	278,900	12,160	1.267	F	281,300	12,371	1.289	F	0.022*
	betw. I-710 and Cherry Ave.		W/B	9,600		11,790	1.228	F		11,822	1.231	F	0.003
		P.M.	E/B	9,600		10,620	1.106	F		10,711	1.116	F	0.010
			W/B	9,600		13,330	1.389	F		13,404	1.396	F	0.007
3	Artesia Freeway (SR-91)	A.M.	E/B	9,600	283,300	11,500	1.198	F	285,400	11,652	1.214	F	0.016
	betw. Cherry Ave. and		W/B	9,600		11,150	1.161	F		11,181	1.165	F	0.004
	Paramount Blvd. (CMP Station)	P.M.	E/B	9,600		10,040	1.046	F		10,121	1.054	F	0.008
			W/B	9,600		12,600	1.313	F		12,668	1.320	F	0.007
4	Artesia Freeway (SR-91)	A.M.	E/B	9,600	271,300	12,210	1.272	F	272,600	12,291	1.280	F	0.008
	betw. Paramount Blvd and		W/B	9,600		9,450	0.984	E		9,478	0.987	E	0.003
	Lakewood Blvd.	P.M.	E/B	9,600		10,000	1.042	F		10,054	1.047	F	0.005
			W/B	9,600		11,660	1.215	F		11,708	1.220	F	0.005
5	Artesia Freeway (SR-91)	A.M.	E/B	9,600	273,500	10,490	1.093	F	276,900	10,567	1.101	F	0.008
	betw. Lakewood Blvd. and		W/B	9,600		10,840	1.129	F		10,999	1.146	F	0.017
	Bellflower Blvd.	P.M.	E/B	9,600		9,480	0.988	E		9,693	1.010	F	0.022*
			W/B	9,600		11,850	1.234	F		11,928	1.243	F	0.009
6	Artesia Freeway (SR-91)	A.M.	E/B	7,600	289,800	9,800	1.289	F	291,000	9,828	1.293	F	0.004
	betw. Norwalk Blvd. and		W/B	7,600		11,090	1.459	F		11,143	1.466	F	0.007
	Pioneer Blvd. (CMP Station)	P.M.	E/B	7,600		9,550	1.257	F		9,613	1.265	F	0.008
			W/B	7,600		11,340	1.492	F		11,370	1.496	F	0.004

**Denotes a significant project impact prior to additional mitigation considerations.*

Revised Table 15

Existing (2002) and Future (2020) Traffic Volumes on Residential Streets

Segment	Period	Existing (2002)	Future (2020)			
			Without Project	With Project	Project Volume (Net)	Project Percent
Conant St. between	A.M. Peak Hour	130	174	439	265*	60%
Clark Av. & Bellflower Bl.	P.M. Peak Hour	135	191	215	24	11%
	Daily	1,770	2,340	3,790	1,450*	38%
Bixby Rd. between	A.M. Peak Hour	295	341	373	32	9%
Orange Av. & Cherry Av.	P.M. Peak Hour	320	397	495	98*	20%
	Daily	3,620	4,340	4,990	650*	13%
Clark Av. Between	A.M. Peak Hour	1,145	1,209	1,262	53*	4%
Arbor Rd. & Centralia St.	P.M. Peak Hour	1,895	1,991	2,064	73*	4%
	Daily	19,510	20,540	21,170	630*	3%
Lakewood Dr. between	A.M. Peak Hour	125	165	168	3	2%
Ann Arbor Rd. & Carson St.	P.M. Peak Hour	120	160	176	16	9%
	Daily	1,080	1,460	1,560	100	6%
28th St. between	A.M. Peak Hour	135	200	206	6	3%
Clark Av. & Bellflower Bl.	P.M. Peak Hour	125	190	197	7	4%
	Daily	1,480	2,220	2,290	70	3%

** Denotes a significant project impact.*

Page 134. Revise Intersection Improvement 3 as follows:

3. Carson Street and Lakewood Boulevard (Intersection 45, Cities of Long Beach and Lakewood): Widen on the west side of Lakewood Boulevard between Carson Street and ~~the project access roadway opposite Douglas Center Drive~~ A Street. At Carson Street, remove the second southbound left-turn lane; modify and shift the raised islands on the north and south legs; and restripe the north ~~leg to provide an additional southbound through lane; and restripe the departure lanes on the south leg to receive the added through lane traffic~~and south legs to provide an extended southbound left-turn lane, and a fourth southbound through lane from north of Carson Street to the vicinity of A Street, where the lane becomes a right-turn-only lane accessing A Street. No on-street parking removal is anticipated.

Page 136. Revise Intersection Improvement 7 as follows:

7. Conant/B Street and Lakewood Boulevard (Intersection 60, City of Long Beach): Construct ~~and stripe~~ B Street as a fully improved public street, with

additional roadway width provided approaching Lakewood Boulevard to provide one left-turn lane, one through lane and two right-turn-only lanes eastbound. Restripe and convert the right-turn-only lane on the east leg of Conant Street to a westbound through/right-turn shared lane. No on-street parking removal is anticipated.

Page 137. Revise Intersection Improvement 9 as follows:

9. Douglas Center Drive/Project ~~Access~~ Roadway ~~(new)~~ and Lakewood Boulevard (Intersection 105, City of Long Beach): ~~Widen on the west side of Lakewood Boulevard between Carson Street and the project access roadway~~Construct the Project Roadway as a fully improved public street; ~~modify~~ Modify the raised island on Lakewood Boulevard for left-turn channelization~~;~~ and restripe to provide a ~~fourth southbound through lane that becomes a right-turn-only lane at the project access roadway, and a~~ northbound left-turn lane accessing the Project Roadway. No on-street parking removal is anticipated.

Page 138. Revise Intersection Improvement 10 as follows:

10. A Street ~~(new)~~ and Lakewood Boulevard (Intersection 106, City of Long Beach): ~~Widen on the west side of the north leg of Lakewood Boulevard;~~Construct A Street as a fully improved public street. ~~open~~ Open and modify the raised island on Lakewood Boulevard to provide left-turn channelization; and restripe to provide a southbound right-turn-only lane and northbound left-turn lane accessing A Street. Install a traffic signal with the ATCS upgrade to control this intersection.

Page 138. Revise Intersection Improvement 11 as follows:

11. Cover Street and Cherry Avenue (Intersection 108, Cities of Long Beach and Lakewood): Open and modify the raised island on Cherry Avenue between Roosevelt road and Bixby Road, and restripe to provide a southbound left-turn lane accessing ~~Cherry Avenue~~ Cover Street and a third northbound through lane. Restripe Cover Street to provide a second westbound right-turn-only lane and no westbound left-turn lane. Remove the Stop sign control on Cover Street and install a "half signal" that controls all movements except for the southbound through movement on Cherry Avenue.

Page 129. Revise Intersection Improvement 12 as follows:

12. Carson Street and First Street ~~(new)~~ (Intersection 109, City of Long Beach): Construct First Street as a fully improved public street. Restripe Carson Street to

provide a westbound left-turn lane accessing First Street. Install a traffic signal with the ATCS upgrade to control this intersection. No on-street parking removal is anticipated.

Page 145. Revise third and fourth sentences of Category E as follows:

Therefore, it is proposed that the ~~project provide appropriate funding to the City of Long Beach to administer and allocate for the design and implementation of neighborhood traffic management measures to deter non-residential traffic intrustion into these residential areas. As part of this program, the City would include and coordinate with adjacent jurisdictions and neighborhood groups that may be significantly affected by such traffic intrusion.~~ Applicant would make an initial lump sum payment of $250,000 to the City of Long Beach, which the City would administer for the study, design and implementation of neighborhood traffic management measures to deter potential project traffic intrusion into the residential areas analyzed in the Draft EIR. The City would coordinate with the City of Lakewood and other neighborhood groups in residential areas that may also be significantly affected by such traffic intrusion. Potential neighborhood traffic management measures may include, but not be limited to the following: additional Stop signs; speed humps; turn restrictions; signal timing strategies; signalization prohibiting through traffic movements; parking restrictions; diverters; chokers; cul-de-sacs; partial cul-de-sacs; median islands; woonerfs ("chicanes"); traffic circles; one-way streets; and residential identity signs, gates or monuments.

If requested by the City, and no sooner than 3,000 P.M. peak-hour trips, and provided that the initial $250,000 payment has been spent and a complete accounting thereof is submitted to and accepted by the Applicant, the Applicant would make an additional lump sum payment of $250,000 to the City for additional design and implementation of neighborhood traffic management measures for the affected residential areas. Any unused portion of this payment would be returned to the Applicant within one year after the expiration of the Development Agreement.

Page 146. Upon further review, it was determined that an older version of Table 17 was inadvertently included in the traffic study. Therefore, replace Table 17 with the Revised Table 17 as shown on page 190 of this Final EIR.

Revised Table 17

Future (2020) Traffic Volumes on Residential Streets
With Project + TDM Mitigation

Segment	Period	Future (2020)			
		Without Project	With Project + TDM Mitigation	Project Volume (Net)	Project Percent
Conant St. between	A.M. Peak Hour	174	405	231*	57%
Clark Av. & Bellflower Bl.	P.M. Peak Hour	191	212	21	10%
	Daily	2,340	3,580	1,240*	35%
Bixby Rd. between	A.M. Peak Hour	341	369	28	8%
Orange Av. & Cherry Av.	P.M. Peak Hour	391	485	88*	18%
	Daily	4,340	4,910	570*	12%
Clark Av. Between	A.M. Peak Hour	1,209	1,255	46	4%
Arbor Rd. & Centralia St.	P.M. Peak Hour	1,991	2,056	65*	3%
	Daily	20,540	21,070	530*	3%
Lakewood Dr. between	A.M. Peak Hour	165	167	2	1%
Ann Arbor Rd. & Carson St.	P.M. Peak Hour	160	174	14	8%
	Daily	1,460	1,550	90	6%
28th St. between	A.M. Peak Hour	200	205	5	2%
Clark Av. & Bellflower Bl.	P.M. Peak Hour	190	197	7	4%
	Daily	2,220	2,280	60	3%

* *Denotes a significant project impact.*

Page 147. Under Phasing of Mitigation Measures, revise as follows:

As the PacifiCenter project is developed, the traffic mitigation measures listed above will be implemented in a phased manner. These measures will be phased to mitigate off-site traffic impacts before they become significant. The various components of mitigation (i.e., off-site physical improvements; regional traffic signal system corridor upgrades; transportation demand management; neighborhood traffic management programs; and new roadway linkages) will be staged to anticipate the traffic consequences of project development as it is implemented. The Project Trip Cap is 5,586 P.M. peak-hour trips. No project building permit shall be issued if the calculated Project trip generation exceeds this Trip Cap and until otherwise demonstrated by the Applicant or its designee that any excess trips have been adequately reduced or mitigated to the satisfaction of the City Traffic Engineer.

Prior to the issuance of each new project building permit, a calculation shall be made of the total site trip generation. This calculation shall add the trip generation of the new Project building to the total site trip generation calculated for the

previously approved Project building permit. The calculations shall be based on the trip generation rates in Table 15. If more current trip generation rates applicable to Project uses are available and have been published in the Institute of Transportation Engineers (ITE) Trip Generation manual, the City Traffic Engineer shall have the option of using the more current ITE rates. Where development flexibility is allowed, such flexibility shall be based on the trip generation equivalency rates in Table 18, unless the equivalency rates require revision due to the use of more current ITE trip generation rates as previously noted. For allowable Project uses that are difficult to categorize, the City Traffic Engineer shall use reasonable methods to establish the appropriate trip generations or equivalencies for those uses.

Trip generation credit shall also be granted for buildings demolished or removed from the site since October 1, 2000, as documented by the Applicant or its designee. Such credit shall be granted according to the "Existing Uses" trip generation rate of 0.30 per 1,000 gross square feet in Table 19. This rate is based on site driveway traffic volumes counted approximately October 1, 2002, which inherently reflect occupied and unoccupied buildings that existed on the site at that time.

Based on the total site trip generation calculated with the inclusion of the new project building, any applicable transportation improvement measures shall be assigned from the list below. All applicable measures shall be completed prior to the issuance of the final certificate of occupancy for the new project building, except that such a certificate shall not be withheld if an applicable measure is delayed by circumstances beyond the control of the Applicant or its designee, or rejected by a jurisdiction where the measure is located. In the event an applicable measure is rejected by a jurisdiction where the measure is located, prior to the construction or installation of that measure, a mitigation measure of reasonably similar cost and effectiveness may be substituted as the City shall direct. If no such measure can be identified, then an in-lieu payment in the amount of the cost of the original measure shall be made to the City's Traffic Mitigation Program Fund. The cost of the original improvement shall be determined by a Project Study Report or equivalent document acceptable to the Director of Public Works. In addition, the Applicant or its designee shall not be precluded from accelerating the implementation of any of these measures.

Appendix C, of the Traffic Impact Study report. Revise the first sentence under Project TDM Program Measures to correct a typographical error as follows:

> The PacifiCenter project is not expected to reach completion until the year ~~2015,~~ 2020, which means it would be several years before the project would

Table 18

Project Trip Generation Equivalency Rates for Proposed Uses

Proposed Land Use and Unit of Measure		Peak Hour Trip Generation Equivalency Rate		
Office Park ("Comm. Distr."), 1,000 gsf	=	1.076	du	Single-Family Detached
	=	1.900	du	Apartment
	=	2.573	du	Condominium/Townhouse/Flat
	=	186.648	gsf	Retail
	=	1.675	rm	Hotel
Single-Family Detached, 1 du	=	978.869	gsf	Office Park ("Comm. Distr.")
	=	1.765	du	Apartment
	=	2.390	du	Condominium/Townhouse/Flat
	=	173.390	gsf	Retail
	=	1.556	rm	Hotel
Apartment, 1 du	=	526.341	gsf	Office Park ("Comm. Distr.")
	=	0.567	du	Single-Family Detached
	=	1.354	du	Condominium/Townhouse/Flat
	=	98.241	gsf	Retail
	=	0.881	rm	Hotel
Condominium/Townhouse/Flat, 1 du	=	388.682	gsf	Office Park ("Comm. Distr.")
	=	0.418	du	Single-Family Detached
	=	0.738	du	Apartment
	=	72.547	gsf	Retail
	=	0.651	rm	Hotel
Retail, 1,000 gsf	=	5,357.676	gsf	Office Park ("Comm. Distr.")
	=	5.767	du	Single-Family Detached
	=	10.179	du	Apartment
	=	13.784	du	Condominium/Townhouse/Flat
	=	8.973	rm	Hotel
Hotel, 1 rm	=	597.112	gsf	Office Park ("Comm. Distr.")
	=	0.643	du	Single-Family Detached
	=	1.134	du	Apartment
	=	1.536	du	Condominium/Townhouse/Flat
	=	111.450	gsf	Retail

Table 19

Project Trip Generation Rates for Proposed and Existing Uses

Proposed Use	Trip Generation Rate
Office Park ("Commercial District")	1.02 per 1,000 gsf
Single-Family Detached	0.95 per du
Apartment	0.54 per du
Condominium/Townhouse/Flat	0.40 per du
Retail	5.47 per 1,000 gsf
Hotel	0.61 per rm
Existing Uses To Be Removed	
Office, R & D, Warehousing, Manufacturing	0.30 per 1,000 gsf
Mechanical, Storage	

begin approaching the trip generation levels assumed in the Traffic Impact Study, or even the reduced peak-hour level resulting from the 20 percent reduction described above.

Volume V, Appendix T, Sewer Master Plan Study

Page 3. Revise the second and third sentences of the fourth paragraph, as follows:

The 23 acres of the project located in the City of Lakewood is the provided sewer service directly by ~~CSDLA~~ Los Angeles County Department of Public Works (LACDPW). However, the ~~CSDLA~~ LACDPW line that provides sewer service to the Lakewood portion of the site drains directly into the LBWD sewer line that provides sewer service to the Long Beach portion of the site.

Page 3. Revise the first sentence in the last paragraph as follows:

The ~~CSDLA~~ LACDPW also provides sewer services for the City of Lakewood, which includes the 23 acre portion of the project site located in Lakewood.

Page 4. Revise the first paragraph, as follows:

The figure shows the sewer mains owned by the CSDLA and the LACDPW and the direction of flow. Also shown are sewer lines owned by the ~~CSDLA~~ LACPDW that serve the City of Lakewood and flow into the City of Long Beach system on the Boeing site approximately 3,300 feet easterly of old Lakewood Boulevard. The LBWD sewer extends from the CSDLA's sewer to join the CSDLA's trunk sewer located in Clark Avenue. The wastewater flow originating from the project site ultimately discharges to the CSDLA's Joint Oufall "A" Unit A1, North Long Beach Interceptor Trunk Sewer (NLBITS) located in Clark Avenue at Conant Street. This 30 inch diameter sewer has a capacity of 9 MGD (14 cubic feet per second (CFS))

and conveyed a peak flow of ~~3.9~~ 6.92 MGD (~~6~~ 10.71 CFS) when last measured in ~~1998~~ 2003.

Page 5. Revise the second and third sentences of the first paragraph as follows:

The project site connects to this line at five locations, including a line that is pumped from the area to the south of the Conant Street extension. The public sewer line is owned by the ~~CSDLA~~ LACDPW to a point approximately 3,300 feet west of Lakewood Boulevard where it becomes a City of Long Beach sewer line. The upstream portion of this sewer line is owned by the ~~CSDLA~~ LACDPW because it serves the Cities of Lakewood and Long Beach, and Lakewood's sewer service is provided exclusively by the ~~CSDLA~~LACDPW.

Page 5. Revise the second and third sentence of the last paragraph as follows:

Three other sewer lines that serve the central portion of the project site discharge directly into the 21 inch ~~CSDLA/Long Beach~~ LACDPW/Long Beach sewer without meters. The flows from Meter No. 807, Meter No. 805, and from the three other un-metered lines discharge to the 21 inch ~~CSDLA/Long Beach~~LACDPW/Long Beach sewer line that connects to the CSDLA's system at Clark Avenue.

Replace Figures SS-3 and SS-4 with Revised Figures SS-3 and SS-4, respectively, as shown on pages 195 and 196 of this Final EIR.

Volume V, Appendix R, Water Master Plan Study

Replace Figure W-2 with the Revised Figure W-2 as shown on page 197 of this Final EIR.

Page 4. Revise the second and third sentences of the second paragraph as follows:

The JWPCP has a design capacity of 385 MGD (596 CFS) and currently processes an average flow of ~~326.5~~ 322.3 MGD (~~505~~ 497.8 CFS). The LBWRP has a design capacity of 25 MGD (38.7 CFS) and currently processes an average flow of ~~18~~ 19.1 MGD (~~27.8~~29.5 CFS).[5]

[5] May 23, 2001, letter from Ruth Frazen, County Sanitation District. Appendix D. Updated on June 3, 2003, telephone conversation with Ruth Frazen of CSDLA. ~~Updated flows as of March 2003.~~ Updated April 13, 2004, based on March 23, 2004, letter from Ruth Frazen of CSDLA to Angela Reynolds of City of Long Beach Department of Planning and Building.

LEGEND

- 260 ACRE BOEING SITE
- SERVICE AREA BOUNDARY
- LONG BEACH WATER DEPARTMENT TRUNK SEWER SYSTEM
- L.A. COUNTY SANITATION DISTRICT TRUNK SEWER SYSTEM
- PRIVATE SEWER SYSTEM
- EXISTING MANHOLE + IDENTIFICATION NUMBER
- L.A. COUNTY DEPARTMENT OF PUBLIC WORKS SEWER

SYMBOLS

•254

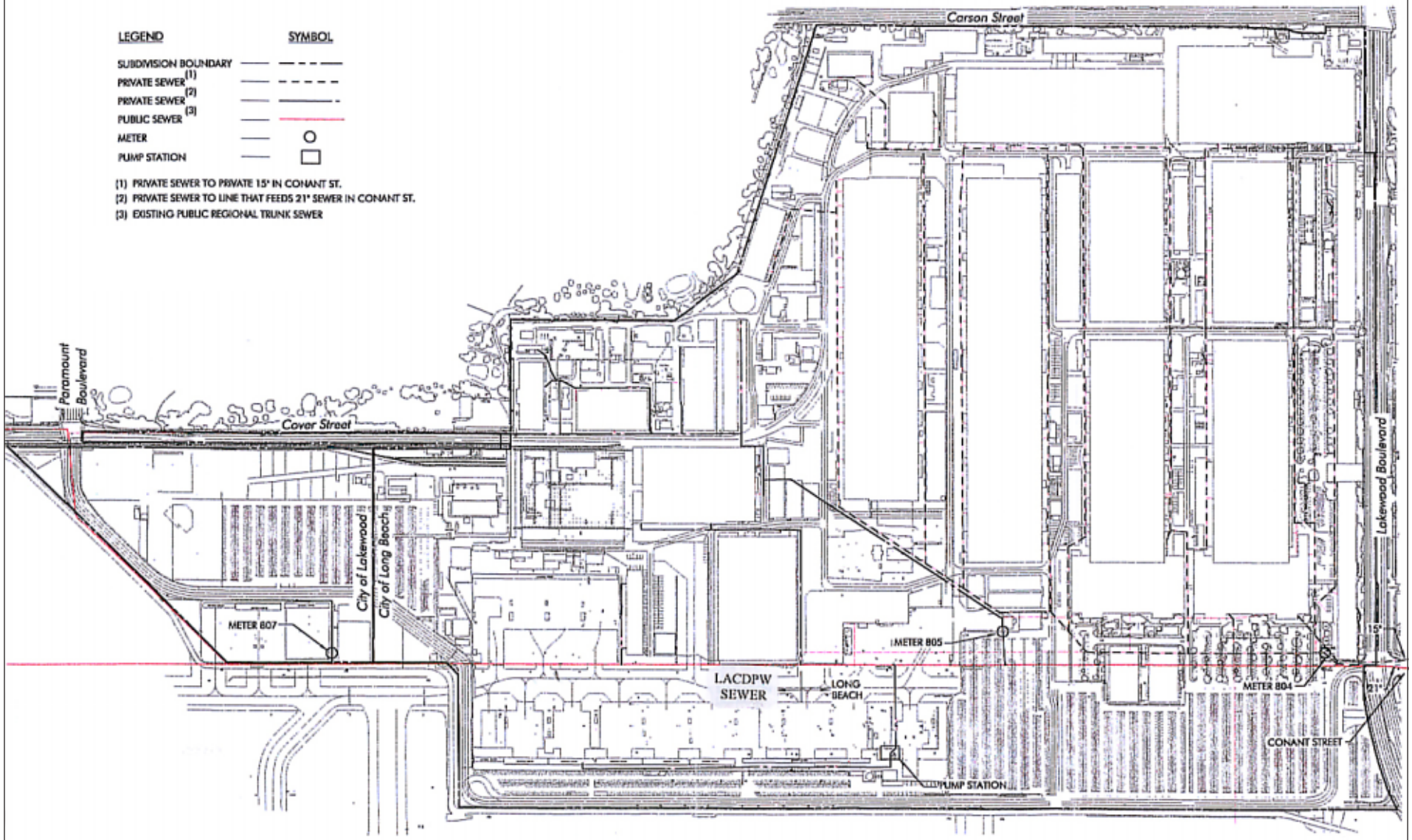
PCR

N

Not to scale

Source: Kimley-Horn and Associates

Revised Figure SS-3
Existing Trunk System



PCR

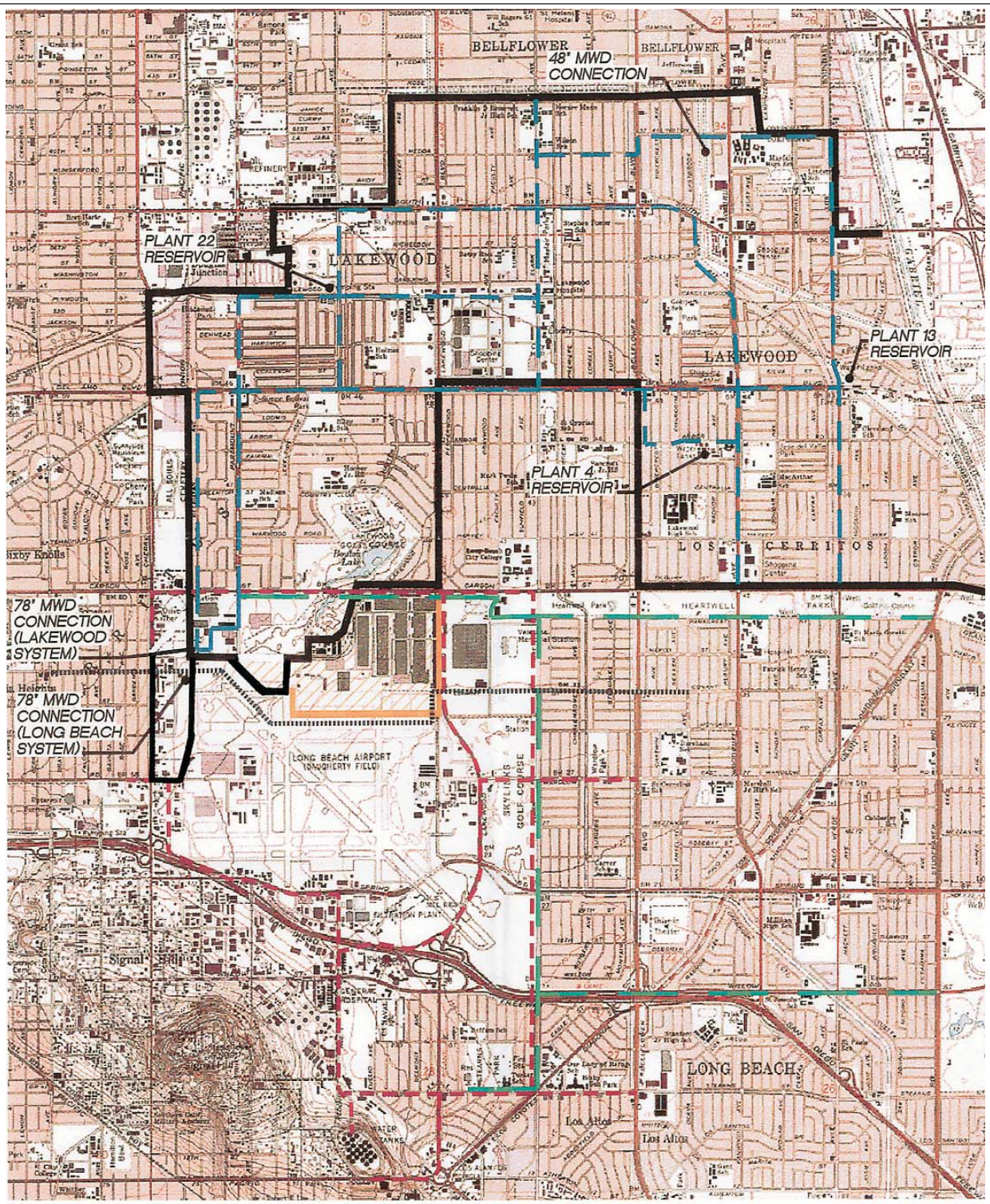
N

0 600 Feet

Scale in approximate feet

Source: Kimley-Horn and Associates

Revised Figure SS-4
Existing Onsite Sewer



LEGEND	SYMBOL
260 ACRE BOEING SITE	
MUNICIPALITY BOUNDARIES	
MWD TRANSMISSION LINE	
CITY OF LONG BEACH DOMESTIC WATER	
CITY OF LAKEWOOD DOMESTIC WATER	
CITY OF LONG BEACH RECLAIMED WATER	

PCR

Not to scale

Revised Figure W-2
Regional Distribution Systems

Source: Kimley-Horn and Associates

Page 4. Revise the seventh sentence in the third paragraph as follows:

> A small portion of the total water production is used for fire fighting and therefore, is un-metered.

Page 13. Revise the fifth and sixth bullets as follows:

- The Long Beach Water Reclamation Plant has adequate capacity to treat the flow generated by the project. The design capacity of the plant is 25 MGD (38.7 CFS) and the plant currently treats ~~18~~ 19.1 MGD (~~27.8~~ 29.5 CFS), leaving an available treatment capacity of ~~7.0~~ 5.9 MGD (~~10.8~~ 9.2 CFS).

- The Joint Water pollution control Plant has adequate capacity to treat the flow generated by the project. The design capacity of the plant is 385 MGD (596 CFS) and the current plant flow is ~~326.5~~ 322.3 MGD (~~505~~ 497.8 CFS), leaving an available treatment capacity of ~~58.5~~ 62.7 MGD (~~91~~ 98.2 CFS).

IV. Responses to Written Comments

IV. RESPONSES TO WRITTEN COMMENTS

CEQA Guidelines Section 15088(a) states that "The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments that were received during the noticed comment period and any extensions and may respond to late comments." The purpose of each response to a comment on the Draft EIR is to address the significant environmental issue(s) raised by each comment. Specifically, Section 15088(b) of the CEQA Guidelines requires that the written response to comments describe the nature of significant environmental issues raised. When the lead agency's position conflicts with recommendations and objections raised in the comments, the environmental issues must be addressed in detail giving the reason why specific comments and suggestions were not accepted. There must be a good faith, reasoned analysis in each response. In accordance with these requirements, this Section of the Final EIR provides responses to each of the written comments received on the Draft EIR.

The Draft EIR was circulated for a 60-day public review period beginning on February 11, 2003, rather than the required 45-day review period. During this public review period and thereafter, 119 written comment letters and 117 postcards/form letters were received by the City of Long Beach, the lead agency for the proposed project. Copies of these comment letters are included in Appendix FEIR-A of this Final EIR.

A matrix listing each of the Commentors together with the issues that they raised is presented in Table FEIR IV-1 on page 201. Each comment letter has been assigned a corresponding number, and comments within each comment letter have been separated to respond to the specific issues raised and also numbered. For example, comment letter "1" is from the Federal Aviation Administration. The comments in this letter are numbered "1-1," "1-2," "1-3," and so forth.

Written comments may include opinions or preferences relevant to project approval or disapproval. Such statements of opinion or preference are outside the purview of an EIR. In addition, written comments may provide general information regarding a subject that does not introduce new environmental information or directly challenge information presented in the Draft EIR. Thus, within the response to comments provided below, the response "This comment is acknowledged" has been used. These comments, together with all of the other written comments presented in this Final EIR, will be forwarded to the City's decisionmakers for review and consideration.

IV. Responses to Written Comments

Table FEIR IV-1

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
1 FEDERAL AGENCIES																												
001	U.S. Department of Transportation Federal Aviation Administration Robert M. Strong, Jr. P.O. Box 92007 Los Angeles, CA 90009-2007								●																●		●	
2 STATE AGENCIES																												
002	Governor's Office of Planning and Research 1400 Tenth Street P.O. Box 3044 Sacramento, CA 95812-3044																										●	
003	Governor's Office of Planning and Research Terry Roberts, Director, State Clearinghouse State Clearinghouse and Planning Unit 1400 Tenth Street P.O. Box 3044 Sacramento, CA 95812-3044																										●	
004	Department of Transportation District 7, Regional Planning IGR/CEQA Branch Cheryl J. Powell IGR/CEQA Branch Chief 120 S. Spring Street Los Angeles, CA 90012																			●								

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
005	Department of Transportation David Cohen Associate Environmental Planner Division of Aeronautics MS40 1120 N Street P.O. Box 942873 Sacramento, CA 94273-0001		●						●			●	●														●	
3 REGIONAL AGENCIES																												
006	Southern California Edison Robert Quintero Region Manager 2800 East Willow Street Long Beach, CA 90806																							●				
007	Southern California Association of Governments Jeffrey M. Smith, AICP 818 West Seventh Street, 12th Floor Los Angeles, CA 90017-3435		●									●								●							●	
008	South Coast Air Quality Management District Steve Smith, Ph.D. Program Supervisor, CEQA Section Planning, Rule Development and Area Sources 21865 Copley Drive Diamond Bar, CA 91765-4178					●																						

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
4 COUNTY AGENCIES																												
009	County Sanitation Districts of Los Angeles County Ruth I. Frazen Engineering Technician Planning & Property Management Section 1955 Workman Mill Road P.O. Box 4998 Whittier, CA 90601-5422																					●						
010	County Sanitation Districts of Los Angeles County John D. Kilgore Supervising Engineer Planning Section 1955 Workman Mill Road P.O. Box 4998 Whittier, CA 90601-4998																						●					
011	Greater Los Angeles County Vector Control District Susanne Kluh Vector Ecologist 12545 Florence Avenue Santa Fe Springs, CA 90670									●																		
012	Los Angeles County Department of Public Works Rod H. Kubomoto Assistant Deputy Director Watershed Management Division 900 South Fremont Avenue Alhambra, CA 91803-1331							●		●	●									●			●				●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
013	Los Angeles County Fire Department David R. Leininger, Chief Forestry Division 1320 North Eastern Ave. Los Angeles, CA 90063															●											●	
5 CITY OF LONG BEACH AGENCIES																												
014	Long Beach Police Department Anthony Batts Chief of Police Long Beach, CA														●													
015	City of Long Beach, Parks, Recreation and Marine, Planning and Development Dennis Eschen Manager of Planning and Development 2760 Studebaker Road Long Beach, CA 90815																	●										
016	Long Beach Fire Department Scott Giles Fire Marshall Long Beach, CA															●												
017	Economic Development Commission City of Long Beach, California Mark Gray 110 Pine Avenue, Suite 1100 Long Beach, CA 90802		●									●		●		●	●								●		●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
018	City of Long Beach Airport Bureau Chriz Kunze Airport Manager Long Beach, CA								●			●	●														●	
6 OTHER CITY AGENCIES																												
019	City of Lakewood, Community Development Department Charles K. Ebner, AICP Director of Community Development 5050 Clark Avenue Lakewood, CA 90712														●		●			●	●						●	
020	City of Signal Hill Gary Jones Director of Community Development 2175 Cherry Avenue Signal Hill, CA 90755-3799		●			●	●			●	●	●		●	●	●		●		●							●	
021	City of Bellflower, Community Development Department Pam Welty 16600 Civic Center Drive Bellflower, CA 90706-5494																			●								
022	City of Cerritos Torrey N. Contreras Advance Planning/ Redevelopment Manager Department of Community Development Civic Center 18125 Bloomfield Avenue P.O. Box 3130 Cerritos, CA 90703-1373																										●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
7 ORGANIZATIONS																												
023	Legal Aid Foundation of Los Angeles Susanne Brown Staff Attorney 110 Pine Avenue, Suite 420 Long Beach, CA 90802-4421													●						●							●	
024	Aircraft Owners and Pilots Association John L. Collins Government Analyst 421 Aviation Way Frederick, MD 21701-4798								●				●												●		●	
025	Long Beach Airport Association Kevin McAthren, Secretary 4137 Donald Douglas Drive Long Beach, CA 90808								●			●	●															
026	Long Beach Flying Club and Flight Academy Candace A. Robinson 2631 Spring Street Long Beach, CA 90806								●			●	●														●	
027	Lakewood Village Neighborhood Association David J. See Chairman, Government Relations Committee 4333 Graywood Avenue Long Beach, CA 90808											●		●											●		●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
8 INDIVIDUALS																												
028	Form Letter 117 signatories								●				●														●	
029	Thomas B. Ackland 633 W. Fifth Street, 47th Floor Los Angeles, CA 90071-2043								●			●	●													●	●	
030	Pamela and Erwin Angeles 4135 Clubhouse Drive Lakewood, CA 90712-4010							●					●						●								●	
031	Mr. and Mrs. Robert Baughman 3323 Warwood Road Lakewood, CA 90712								●			●	●	●														
032	Karen Belville and R. B. William 4215 Clubhouse Drive Lakewood, CA 90712								●			●								●							●	
033	Melvin L. and Ilene Berger 4820 Faculty Ave. Long Beach, CA 90808								●				●			●	●	●	●	●							●	
034	Ralph Biggerstaff 4432 Fairway Drive Lakewood, CA 90712		●						●			●	●		●	●	●	●	●	●							●	
035	Daniel J. Bonan 2137 W. Cerritos Avenue Anaheim, CA 92804		●			●		●	●			●	●	●	●	●	●	●	●	●	●	●	●	●			●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
036	Rudy Bracho 4427 Fairway Drive Lakewood, CA 90712		●																									
037	Stephen Brazell Lakewood Dr. Lakewood, CA 90712		●			●			●			●		●	●	●	●	●	●	●							●	
038	Keith and Ruth Brown 3637 Bouton Drive Lakewood, CA 90712		●						●				●		●	●	●	●	●	●							●	
039	Margaret B. and Col. George Cain 4427 Pepperwood Ave. Long Beach, CA 90808								●			●		●			●			●	●				●		●	
040	Herb Carlson 26126 Paseo Marbella San Juan Capistrano, CA 92675											●													●		●	
041	Helen L. Chapman 2809 Elkport Street Lakewood, CA 90712																										●	
042	Patricia L. Cheshire 4143 Clubhouse Drive Lakewood, CA 90712		●			●			●			●	●		●	●	●										●	
043	"Dee" Cheston 4167 Bouton Dr. Lakewood, CA 90712-3867		●																								●	
044	PacifiCenter Task Force Robert Clayton 4234 Fleet Avenue Lakewood, CA 90712								●			●	●	●	●	●	●	●		●							●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
045	Christy Ann Cleveland 4321 Whitewood Avenue Long Beach, CA 90808								●								●										●	
046	Frank Coffey <no address>											●																
047	Aaron Cohen 3729 Manor Dr. Lakewood, CA 90712					●			●			●	●				●			●							●	
048	Walter Cohn 1544 Gates Avenue Manhattan Beach, CA 90266								●				●															
049	Clare Colley 4655 Pimenta Avenue Lakewood, CA 90712								●			●	●				●	●		●							●	
050	John and Barbara Darjany 4037 Bouton Drive Lakewood, CA 90712											●					●			●					●		●	
051	David Dodge 2724 Fairman Street Lakewood, CA 90712								●			●			●	●	●	●	●	●							●	
052	Peter H. Donath 4141 Ball Road, #398 Cypress, CA 90630								●			●	●														●	
053	Karen Keeler Dumm 4523 Fairway Drive Lakewood, CA 90712		●									●		●	●	●	●	●	●	●							●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
054	Mrs. E. H. Dunklee 4514 Clubhouse Drive Lakewood, CA 90712-3427																										●	
055	Mrs. Norma Epp <no address provided> CA								●			●		●			●										●	
056	Catherine K. Evans 4521 Graywood Ave. Long Beach, CA 90808-1016								●					●	●		●										●	
057	R. and I. Evans 6921 Garden Circle Huntington Beach, CA 92648								●				●														●	
058	Elliot Fried P.O. Box 14588 Long Beach, CA 90853								●					●											●		●	
059	Leo F. Ginder 2718 Village Rd. Lakewood, CA 90712																●			●							●	
060	Bernard A. and Barbara L. Gleason 4556 Graywood Avenue Long Beach, CA 90808								●				●				●										●	
061	Karen Haack 4638 Pepperwood Ave. Long Beach, CA 90808								●				●	●	●	●	●			●								
062	Brunson Hampton 4365 Clubhouse Drive Lakewood, CA 90712					●						●					●	●									●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
063	Robert J. Harter 732 Patterson Place Pacific Palisades, CA 90272								●			●	●												●		●	
064	Sylvia B. Hartman 3721 Manor Drive Lakewood, CA 90712		●						●			●															●	
065	Kenneth Henry Heger 404 East First Street, #1197 Long Beach, CA 90802		●																								●	
066	Marion Hinze 4527 Clubhouse Drive Lakewood, CA 90712-3426								●				●							●								
067	Arthur Howard 3632 Parkview Drive Lakewood, CA 90712		●											●			●			●							●	
068	<no signature provided> Lakewood, CA 90712																										●	
069	Joy Innes-Cannon 4021 Country Club Drive Lakewood, CA 90712		●									●			●	●	●			●							●	
070	Jerold L. Jacoby 4441 Whitewood Ave. Long Beach, CA 90808													●			●	●									●	
071	Mary Jasminski 4545 Faculty Ave. Long Beach, CA 90808					●			●																		●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
072	Mel Kirschner 4145 Ann Arbor Road Lakewood, CA 90712								●																		●	
073	Susan and Gordon Langsam 4222 Levelside Ave. Lakewood, CA 90712-4021		●						●			●	●							●							●	
074	PacifiCenter Task Force Gene Lassers Lakewood Country Club www.dangerouspath.com		●	●	●	●			●			●	●	●	●	●	●	●		●							●	
075	Harry Leicher 11821 Pocasset Drive Whittier, CA 90601								●			●	●														●	
076	Herbert Levi 5153 E. Hanbury St. Long Beach, CA 90808								●			●		●						●					●		●	
077	Pamela Lewin 4280 Lakewood Drive Lakewood, CA 90712		●		●				●			●		●	●	●	●			●					●		●	
078	Greg Luyben <no address provided> CA		●									●		●				●		●							●	
079	Tim Mace 4601 Sunfield Avenue Long Beach, CA 90808			●					●			●	●	●	●	●	●	●	●	●	●		●	●	●		●	
080	Nyla W. MacGregor 3447 Warwood Rd Lakewood, CA 90712-3751		●										●				●			●							●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
081	Mr. and Mrs. Kenneth Mallard <no address provided>								●			●	●							●							●	
082	Kevin Maness 3451 Warwood Rd. Lakewood, CA 90712														●	●	●	●	●								●	
083	Roger and Cindy Martin rogerandcyndi@sbcglobal.net														●		●	●	●	●							●	
084	Mr. and Mrs. Brad Moore 4247 Clubhouse Drive Lakewood, CA 90712													●	●	●	●	●	●	●							●	
085	Robert Mungo 4500 Hazelback Ave. Long Beach, CA 90808								●																			
086	John C. Murrill 3052 St. Albans Drive Rossmoor, CA 90720								●				●															
087	Linda Nichols 4542 Obispo Ave. Lakewood, CA 90712								●			●	●		●	●	●	●	●	●								
088	J. B. and Gwen Nickell 3317 Warwood Road Lakewood, CA 90712																											●
089	Harold B. Norris 4253 Levelside Ave Lakewood, CA 90712-4020		●						●			●			●	●	●				●	●					●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
090	Alex Orloff 4532 Clubhouse Dr. Lakewood, CA 90712														●					●							●	
091	Jack Orr 4256 Quigley Lakewood, CA 90715								●																		●	
092	Phyllis Ortman 5302 E. Greenmeadow Rd Long Beach, CA 90808					●			●			●	●	●	●	●	●	●	●						●		●	
093	Cheri Peralta 2703 Greentop St. Lakewood, CA											●															●	
094	Charles and Bonnie Poetsch 4444 Fairway Dr. Lakewood, CA 90712								●			●	●		●	●	●	●	●	●							●	
095	Art Polacheck Polacheck Commercial Real Estate 3728 Atlantic Ave. Long Beach, CA 90807		●									●			●					●							●	
096	Christina Porteous 2702 Freckles Road Lakewood, CA 90712								●			●		●	●	●	●										●	
097	Greg Rala 4200 Lakewood Drive Lakewood, CA 90712																										●	
098	Mike Rosekrans mike@zeeweb.com Laguna Beach, CA													●														●

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
099	Jill Rosenberg 3790 Parkview Drive Lakewood, CA 90712								●			●	●			●	●			●							●	
100	Lewis Rosenberg 3790 Parkview Drive Lakewood, CA 90712								●			●	●		●	●	●	●	●								●	
101	Roberta Sanches 4102 Arbor Rd. Lakewood, CA 90712								●					●			●										●	
102	James Schlegel 4907 Arbor Drive Long Beach, CA 90808					●			●			●	●	●			●										●	
103	Jeremy Schuster 3594 Armourdale Avenue Long Beach, CA 90808								●				●														●	
104	David and April See 4333 Graywood Avenue Long Beach, CA 90808		●		●				●			●		●	●		●	●		●					●		●	
105	Henry G. Smith 3355 E. Spring Street, #211 Long Beach, CA 90806								●			●	●							●							●	
106	Carol Soccio 3926 Rose Avenue Long Beach, CA 90807						●																		●		●	●
107	Susan Southerland 3302 Fanwood Avenue Long Beach, CA 90808											●		●	●	●	●	●	●								●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
108	Virgilio & Emelita Sumague 4209 Clubhouse Drive Lakewood, CA 90712		●			●			●			●	●		●	●	●	●	●	●							●	
109	Alice Swartz 4206 Fleet Haven Rd. Lakewood, CA 90712													●													●	
110	Donald and Carole Taylor 3318 Warwood Road Lakewood, CA 90712		●																	●							●	
111	Richard R. Thomas 19156 Highland View Lane Trabuco Canyon, CA 92679								●				●														●	
112	Robert & Bernadette Vaughan 4308 Clubhouse Drive Lakewood, CA 90712								●				●		●	●	●	●	●	●							●	
113	Lam Vu 4426 Clubhouse Drive Lakewood, CA 90712					●			●			●	●	●	●	●	●	●	●	●							●	
114	Ronald Wade 4029 Country Club Drive Lakewood, CA 90712											●					●			●							●	
115	Maria W. Weston 3730 Rose Ave Long Beach, CA 90807				●	●												●				●		●			●	
116	Katherine E. White 4538 Clubhouse Drive Lakewood, CA 90712		●						●																		●	

Table FEIR IV-1 (Continued)

RESPONSE MATRIX

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	I. SUMMARY	II. PROJECT DESCRIPTION	III. OVERVIEW OF ENVIRONMENTAL SETTING	A. Aesthetics	B. Air Quality	C. Cultural Resources	D. Geology and Soils	E. Hazards and Hazardous Materials	F. Hydrology	G. Water Quality	H. Land Use and Planning	I. Noise	J. Employment, Housing and Population	K.1. Police Protection	K.2. Fire Protection and Emergency Services	K.3. Schools	K.4. Recreation	K.5. Libraries	L. Transportation/Circulation and Parking	M.1. Water	M.2. Sewer	M.3. Solid Waste	M.4. Energy	V. ALTERNATIVES	VI. OTHER ENVIRONMENTAL CONSIDERATIONS	OTHER	GENERAL SUPPORT
117	Katherine White, M.D. 4538 Clubhouse Drive Lakewood, CA 90712		●			●			●				●		●	●	●	●	●						●		●	
118	Lila Williams 2723 Centralia Street Lakewood, CA 90712		●						●			●								●								
119	Deanna & Richard Wohlegemuth 4342 Obispo Lakewood, CA 90712								●			●	●							●							●	

IV. Responses to Written Comments

LETTER NO. 1

U.S. Department of Transportation
Federal Aviation Administration
Robert M. Strong, Jr.
P.O. Box 92007
Los Angeles, CA 90009-2007

COMMENT 1-1

Review of Environmental Impact Report (EIR) No. 36-02, the PacifiCenter at Long Beach, CA [*sic*]

As a result of reviewing the EIR No. 36-02 for the PacifiCenter at Long Beach, California, the following concerns were noted:

I. The proposal includes low, medium and high-density residential land uses in the northern half of the subject site, just south of Carson Street. Airport noise issues are a controversial and highly contested issue at Long Beach Airport. The airport is restricted in the number of commercial air carrier operations due to federal litigation. The introduction of new homes in the immediate proximity of the airport would likely generate noise complaints not only from the aircraft using Runway 12/30, but also Runway 7L/25R. Furthermore, the EIR does not appear to note that aircraft operations using either Runway 16R or 16L would continue to occur. Aircraft noise impacts from over-flights using these runways would also continue.

RESPONSE 1-1

Section V.H, Land Use and Planning, of the Draft EIR contains an analysis of the project relative to the airport. The analysis concludes that the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will implement the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.H, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project area. Finally, the proposed uses will be consistent with the noise compatibility guidelines set forth by the Caltrans Handbook and the ALUP. Therefore, from a land use perspective, the location of residential uses within the northern portion of the site is compatible with the airport.

Section V.I, Noise, of the Draft EIR contains an analysis of the project relative to potential noise from the airport (e.g., noise complaints from airport operations and over-flights from the introduction of new homes in proximity of the airport). In compliance with the policies of the ALUP, California Title 21, and FAA Guidelines, the published Airport CNEL contours were used to assess potential noise impacts upon the proposed residential uses and associated outdoor recreational areas within the project development resulting from airport noise. LBMC Chapter 16.43.050(A) states that, "it is the goal of the City that incompatible property in the vicinity of the Airport shall not be exposed to noise above 65 CNEL." As the analysis concluded and indicated by Figure 55 on page 536 of the Draft EIR, the residential uses and associated outdoor recreational areas proposed within the project site will be outside of the 65 CNEL contour based upon the maximum expected operating scenario allowed by LBMC Chapter 16.43.

The project will not result in changes to aircraft operations at Long Beach Airport, and as such, no discussion of reductions or shifts in operations was required in the Draft EIR. However, aircraft operations and utilization rates (including helicopter operations) were discussed on page 506 through 512 and Table 30 of the Draft EIR. Contrary to what is suggested in this comment, a discussion of potential effects from overflight noise (e.g., runway 16R and 16L as well as helicopter operations) was provided on pages 537 and 538 of the Draft EIR. The Draft EIR concluded that the project could result in overflight noise, which may be a source of annoyance to proposed sensitive receptors on the project site.

Finally, project features and mitigation measures incorporated into the project for residential uses will also serve to reduce potential noise complaints from aircraft operations at Long Beach Airport. Specifically, Mitigation Measure V.I-14 requires insulation for all residential buildings on the project site to reduce interior noise levels below 45 dBA CNEL and a minimum outside-to-inside noise insulation of 30 dBA CNEL for any residential development within the delineated residential area (i.e., hatched area) provided in Figure 54 of the Draft EIR. In addition, Mitigation Measure V.I-15 requires all persons purchasing, leasing, or renting residential land or property within the development to sign an Acknowledgement of Notice of Airspace And Avigation Easement as provided in the Development Agreement for the project. The Acknowledgement of Notice of Airspace And Avigation Easement shall specify the portion of the property being purchased, or leased, or rented; shall disclose that an Airspace And Avigation Easement has been recorded against the property and is binding upon all persons owning, leasing, or using the portion of the property being sold, leased, or rented; and shall disclose the fact that the subject property is in the immediate vicinity of the Airport; that there may be noise and other related impacts because of proximity to the Airport; that the proximity to the Airport may affect normal activities on, and the comfortable use and enjoyment of property; and

that market value may be adversely affected. In addition, the Acknowledgment will contain an express acknowledgment by the purchaser, renter, or lessee that it is purchasing or leasing the specified portion of the property subject to a recorded Airspace And Avigation Easement and that, in so doing, it is waiving legal claims and rights which it might otherwise have with respect to the aviation activities permitted by the Easement.

In response to public input and comment, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of on-site park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. Located on approximately 101 acres in the northern portion of the site, the residential development will include single-family detached homes, townhomes, townhome/flat combinations, condominiums, and apartments. The single-family residences will be developed at a maximum of 10 to 14 units per acre. The low- to medium-density areas will be developed with a maximum of 25 units per acre while the medium- to high-density areas will be developed with a maximum of 50 units per acre. Furthermore, in accordance with the proposed Development Agreement for the project, all of the proposed residential uses will be located outside of the 60 CNEL contour.

COMMENT 1-2

2. Section V.I of the EIR. includes a figure for the Community Noise Equivalent Level (CNEL) noise matrix for aircraft primarily using Runway 12/30. However, there is no discussion about aircraft operations using Runway 16L/R flying over new residential land uses in the subject property. It was noted in the EIR that INM 6.0 was used when INM 6.1 is the most current model to evaluate aircraft noise impact.

RESPONSE 1-2

As stated above in Response to Comment No. 1-1, the published Airport CNEL contours, which are based upon the maximum expected operating scenario allowed by LBMC Chapter 16.43, were used to assess potential noise impacts upon the proposed residential uses and associated outdoor recreational areas within the project development. The published Airport CNEL contours consider aircraft operations on all runways, which would include Runway 16L/R, and are based on noise modeling and noise monitoring efforts by the City of Long Beach Airport Noise Bureau. As illustrated in Figure 55 on page 536 of the Draft EIR, the noise contours generally extend from northwest to southeast due to the larger aircraft associated with Runway 12/30.

As stated above in Response to Comment No. 1-1, a discussion of potential effects from overflight noise (e.g., runway 16R and 16L as well as helicopter operations) was provided on pages 537 through 538 of the Draft EIR. As concluded therein, the project could result in overflight noise which may be a source of annoyance to proposed sensitive receptors on the project site. Project features and mitigation measures incorporated into the project for residential uses will also serve to reduce potential noise from aircraft operations at Long Beach Airport and are detailed in Response to Comment No. 1-1.

The project could include an optional component allowing for the continuation of a limited amount of aviation-related uses on the project site (e.g., hanger space for corporate jets) and as such an analysis of potential aircraft using the Airport was provided on page 538 of the Draft EIR. The FAA correctly identifies that INM 6.1 is the most current model recommended by the FAA to evaluate aircraft noise impacts and that the analysis provided in the Draft EIR was conducted using INM 6.0. However, it is important to note that INM was not used to characterize CNEL noise contours related to Airport operations. Rather, the INM 6.0 was used to obtain examples of the SENEL contours from different types of aircraft. The INM 6.0 SENEL curves of representative corporate jets were presented for comparison purposes with the maximum SENEL limits in LBMC Chapter 16.43 for aircraft operating at the Airport. Ultimately, any aircraft operating at the Airport will have to comply with the maximum SENEL limits in LBMC Chapter 16.43. Therefore, as concluded in the Draft EIR, noise levels associated with operation of the aviation-related uses will be less than significant and no additional analysis is required or warranted.

COMMENT 1-3

3. This document is silent on the airport's need to ensure that the approaches to the runways remain clear and their grant-in-aid obligations to ensure that compatible land uses around the airport are maintained.

RESPONSE 1-3

The Commentor's assertion that the Draft EIR is silent on the airport's need to ensure that the approaches to the runways remain clear and their grant-in-aid obligations to ensure that compatible land uses around the airport are maintained is incorrect. As discussed in detail in Section V.E, Hazards and Hazardous Materials, development within the vicinity of the Airport is regulated by a number of airport planning documents and regulations, including Federal Aviation Administration (FAA) Part 77 Regulations, the Airport Layout Plan for the Long Beach Airport (reviewed and approved by the FAA on April 5, 2000), and the Long Beach Airport Comprehensive Airport Land Use Plan (ALUP). The ALUP was prepared and adopted by the Los Angeles County Airport Land Use

Commission (ALUC) based on guidelines, recommendations, regulations and/or policies of the FAA, Caltrans Division of Aeronautics, and municipalities within the County. The ALUP provides policies to promote land use compatibility and limit noise and other safety conflicts in areas surrounding airports.

As discussed in Section V.E, Hazards and Hazardous Materials, the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. The project will also assist in implementing the ALUP safety policies through restrictions on the following: development within Runway Protection Zones (RPZs); above-ground storage tanks of flammable liquids or toxic materials in RPZs; lighting within RPZs; erection or growth of objects within the RPZs associated with Runways 16L, 16R, 12, and 25R; uses that may affect safe air navigation; and uses that will generate electrical interference. See Figure 42 on page 362, V.E, Hazards and Hazardous Materials, for the components illustrated on the Airport Layout Plan that affect the project site.

In addition, as discussed in Section V.I, Noise, of the Draft EIR, the project will be consistent with applicable noise policies set forth in the ALUP, including those regarding the ALUP Land Use Compatibility Table (which is based on noise exposure), the use of sound insulation for new residential uses, and informing property owners of airport noise levels. The project will be reviewed by the ALUC since the site is within the Airport "referral zone."

Furthermore, in accordance with the proposed Development Agreement for the project, the Applicant will record an Airspace And Avigation Easement over the project site. As set forth in the Development Agreement, this Easement will include several provisions including the provision that the City and all persons using the Airport shall have the unimpeded and unrestricted right to use and operate aircraft through all of the "navigable airspace" above the project site, as that term is presently defined in the Federal Aviation Act of 1958, as amended, and in all airspace above the project site necessary or convenient to the present or future operation of aircraft to and from the Airport in accordance with all relevant regulations, advisory circulars or other publications of the Federal Aviation Administration governing the operation of aircraft in flight.

COMMENT 1-4

4. While the EIR states that homes would be insulated to achieve an interior noise level of 45 CNEL, that does not account for noise impacts outdoors. The FAA has received complaints from people living near an airport, stating that while they can find relief inside their homes, they cannot enjoy their backyards due to the noise of over-flying aircraft.

RESPONSE 1-4

As discussed above in Response to Comment No. 1-1, Section V.I, Noise, of the Draft EIR contains an analysis of the project relative to potential noise from the airport. In compliance with the policies of the Airport Land Use Plan (ALUP), California Title 21, and FAA Guidelines, the published Airport CNEL contours were used to assess potential noise impacts upon the proposed residential uses and associated outdoor recreational areas within the project development resulting from airport noise. LBMC Chapter 16.43.050(A) states that, "it is the goal of the City that incompatible property in the vicinity of the Airport shall not be exposed to noise above 65 CNEL." As the analysis concluded and indicated by Figure 55 on page 536 of the Draft EIR, the residential uses and associated outdoor recreational areas proposed within the project site will be outside of the 65 CNEL contour based upon the maximum expected operating scenario allowed by LBMC Chapter 16.43. However, as disclosed on page 538 of the Draft EIR, overflight noise from the Airport (e.g., runway 16R and 16L as well as helicopter operations) may be a source of annoyance to proposed sensitive receptors (e.g., residential uses and associated outdoor recreational areas) on the project site.

Furthermore, as discussed in Response to Comment No. 1-1, all persons purchasing, leasing, or renting residential land or property within the development shall be required to sign an Acknowledgement of Notice of Airspace And Avigation Easement as provided in the Development Agreement for the project. The Acknowledgement of Notice of Airspace And Avigation Easement shall specify the portion of the property being purchased, or leased, or rented; shall disclose that an Airspace And Avigation Easement has been recorded against the property and is binding upon all persons owning, leasing, or using the portion of the property being sold, leased, or rented; and disclose the fact that the subject property is in the immediate vicinity of the Airport; that there may be noise and other related impacts because of proximity to the Airport; that the proximity to the Airport may affect normal activities on, and the comfortable use and enjoyment of property; and that market value may be adversely affected. In addition, the Acknowledgment will contain an express acknowledgment by the purchaser, renter, or lessee that it is purchasing or leasing the specified portion of the property subject to a recorded Airspace And Avigation Easement and that, in so doing, it is waiving legal claims and rights which it might otherwise have with respect to the aviation activities permitted by the Easement.

As indicated in Response to Comment No. 1-1, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park. In accordance with the proposed Development Agreement for the project, all of the residential uses for Douglas Park will be located outside of the 60 CNEL contour.

COMMENT 1-5

5. The EIR evaluates an alternative that does not include residential land use. Based on past history of noise complaints from residents near Long Beach Airport, we recommend the consideration of the non-residential alternative. This alternative would not introduce new non-compatible land uses in the immediate vicinity of an airport.

RESPONSE 1-5

The Draft EIR provides an analysis of five alternatives, one of which (Alternative B.4) is a non-residential alternative. The Commentor's recommendation that the non-residential alternative be considered is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

As discussed above in Response to Comment No. 1-1, the residential uses proposed within the project site will be outside of the 65 CNEL contour based upon the maximum expected operating scenario allowed by LBMC Chapter 16.43. Therefore, based on these criteria, noise impacts associated with the Airport will be less than significant. However, as disclosed on page 538 of the Draft EIR, overflight noise from the Airport (e.g., runway 16R and 16L as well as helicopter operations) may be a source of annoyance to proposed sensitive receptors (e.g., residential uses and associated outdoor recreational areas) on the project site. In accordance with the proposed Development Agreement for the project, all of the residential uses for Douglas Park will be located outside of the 60 CNEL contour.

Also, as discussed in Response to Comment No. 1-1, the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will implement the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. The project will also be consistent with applicable noise policies set forth in the ALUP. Also, as indicated in Section V.H, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project area. Therefore, from a land use perspective, the location of residential uses within the northern portion of the site is compatible with the airport.

COMMENT 1-6

6. If the proponent of the project has not already done so, they need to file a copy of FAA Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA. pursuant to 14 CFR Part 77, Objects Affecting Navigable Airspace.

NOTE: If it becomes a requirement to move, interrupt or otherwise affect any existing FAA facility, to undertake this project, close coordination with the FAA Airway Facilities Division, Western-Pacific Region is paramount.

For any additional information, please contact Charles Dodge, AWP-472/NISC, at (310) 645-4562, or David Kessler, AWP-611, at (310) 725-3615.

RESPONSE 1-6

Mitigation Measure V.E-3 states that "In accordance with FAA requirements, prior to commencement of construction of any building, the construction sponsor shall file Form 7460-1, Notice of Proposed Construction or Alteration, with the appropriate regional FAA office for airspace review." In accordance with this requirement, the form will be filed prior to any construction or alteration of an object that may interfere with the navigable airspace. No existing FAA facility will need to be moved, interrupted, or otherwise affected in order to undertake the proposed project.

LETTER NO. 2

Governor's Office of Planning and Research

1400 Tenth Street
P.O. Box 3044
Sacramento, CA 95812-3044

COMMENT 2-1

The Lead Agency has extended the review period for the above referenced project to April 12, 2004 to accommodate the review process. All other project information remains the same.

[Note: An attachment to this comment letter was included. Please refer to Appendix FEIR-A of this Final EIR for the original attachment.]

RESPONSE 2-1

This comment indicates that the comment period for the Draft EIR set forth by the Lead Agency concluded on April 12, 2004. The comment period for the Draft EIR was a 60-day period, rather than a 45-day period as required by CEQA.

LETTER NO. 3

Governor's Office of Planning and Research
Terry Roberts, Director, State Clearinghouse
State Clearinghouse and Planning Unit
1400 Tenth Street
P.O. Box 3044
Sacramento, CA 95812-3044

COMMENT 3-1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 12, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed continents, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Director, State Clearinghouse

[Note: Four attachments to this comment letter were included. Please refer to Appendix FEIR-A for the original attachments.]

RESPONSE 3-1

This comment indicates that the State Clearinghouse received and distributed the Draft EIR to selected state agencies for review and that the City has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

LETTER NO. 4

Department of Transportation
District 7, Regional Planning
IGR/CEQA Branch
Cheryl J. PowellI GR/CEQA Branch Chief
120 S. Spring Street
Los Angeles, CA 90012

COMMENT 4-1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project would include the development of new office, research and development, light industrial, residential, retail, hotel, aviation-related, and auxiliary uses.

With the exception of a couple of Off-Ramps from I-405, no off-ramps traffic volumes are available to assess LOS and subsequent mitigations if required.

RESPONSE 4-1

As discussed on page 66, Appendix Q, Traffic Impact Study Report, of the Draft EIR the off-ramps of the 405 and 91 Freeways, as well as other freeways, are controlled by traffic signals, stop signs or other at-grade factors, such as the nearest surface street intersections. These at-grade intersections exhibit capacity constraints that control the operation of the off-ramps. Thus, the operational service of the off-ramps expected to be the most affected by project traffic is inherently reflected in the analysis of the study intersections in the vicinity of the off-ramps. These already analyzed intersections include

off-ramps that are signalized at their intersection with surface streets, as well as signalized surface street intersections proximate to non-signalized off-ramp intersections. For these reasons, the focus of the freeway ramp analysis was on-ramps and the off-ramps were not further analyzed.

COMMENT 4-2

The on-ramp impact analysis Tables in the Appendix Q show no project traffic using the following on-ramps (1) NB SR-405 from SB Belleflower [*sic*] (2) SB SR-405 from SB Cherry (3) SB SR-405 from Orange Ave. (4) SB SR-405 from SB Atlantic. Per analysis in Appendix Q approximately 1430 vehicle trips in PM Peak out of 5400 total project trips are using the SR-405 and SR-91 on-ramps. The rest of the trips are assumed to be disbursed among local streets and SR-710 and SR-605.

RESPONSE 4-2

The transportation model used for impact analysis accounted for the level of congestion on each roadway and assigned project trips on travel paths which produced the shortest travel time. On this basis, the model did not project trips to the on-ramps indicated by the Commentor.

COMMENT 4-3

Page 156, "IVi. Overview of Environmental Setting--Transportation/Traffic and Parking": the report need to mention that Lakewood Blvd. north of Del Amo Blvd. is still State Route 19.

RESPONSE 4-3

In response to this comment, the text on page 156 of the Draft EIR has been revised to specify that Lakewood Boulevard, north of Del Amo Boulevard, is still SR-19. Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 4-4

Page 700, "Table 67 Future (2020) Intersection Level of Service Conditions": the report provides an assessment of intersection levels of service for "Future with Project", "Future with Project", and "Future with Project + TDM/Mitigation" measures for the Pacific Coast Highway intersections with Redondo Avenue, Ximeno Avenue, and Seventh Street. There is no mention, however, of the impact of this project on the Long Beach Roundabout at Pacific Coast Highway/Los Coyotes Diagonal/Lakewood Blvd. The impact of PacifiCenter traffic on the roundabout needs to be analyzed to determine the need for mitigation measures.

RESPONSE 4-4

In responding to the Notice of Preparation (NOP), Caltrans did not request any analysis of the Long Beach Roundabout (traffic circle) at Pacific Coast Highway/Lakewood Boulevard/Los Coyotes Diagonal. The Roundabout itself is not signalized or stop sign-controlled. The capacity constraints are the signalized intersections leading to and departing from the Roundabout, which were analyzed (i.e., the intersections of Pacific Coast Highway/Redondo Avenue, Stearns Street/Lakewood Boulevard, Stearns Street/Los Coyotes Diagonal/Clark Avenue and Pacific Coast Highway/Ximeno Avenue). Project traffic impacts at these locations were adequately addressed. The roadway around the Roundabout is wide, easily provides two traffic lanes, and can adequately accommodate larger volumes of traffic. According to the City of Long Beach Public Works Department, the roundabout continues to operate very well. For these reasons, no analysis of project impacts on the Roundabout is necessary.

COMMENT 4-5

Page 700, Table 67 Future (2020) Intersection Level of Service Conditions": On page 263, the report states that "Taking into account internal capture and the project TDM program, as well as existing driveway volumes, it is estimated that the PacifiCenter project will generate a net increase of approximately 55,920 daily trips, including 4,482 A.M. peak-hour (inbound and outbound) and 5,427 P.M. peak-hour (inbound and outbound) trips." The report also shows in Table 68 that there is generally some adverse project impact to the SR-405 and SR-91 Freeways. However Table 67 shows lower V/C ratios for the "Future With Project + TDM/Mitigation Measures" than the "Future Without Project" volumes at ramp intersections like the EB SR-91 On/Off to Lakewood Boulevard, WB SR-91 On/Off to Lakewood Boulevard, EB SR-91 On/Off to Cherry Avenue, WB SR-91 On/Off to Cherry Avenue, and the SB SR-405 Off to Spring Street.

On page 716, the report assumes that ITS measures would increase the capacity of eight arterials by ten percent and presumably uses this factor to reduce the volume/capacity for "Future+TDM/Mitigation Measures". The City of Long Beach and County of Los Angeles are already aggressively implementing ITS measures in the southeast L.A. County area. Wouldn't the ITS measures be in place by 2020 regardless of whether this project is built or not? Consequently, wouldn't the ITS reduction also apply to the volume/capacity for the "Future With No Mitigation"?

RESPONSE 4-5

At a large majority of the study intersections, the effectiveness of the project's combined mitigation measures "over mitigate" the project's impacts at those intersections, hence, the lower V/C ratios after mitigation. These mitigation measures are directed

toward the surface street intersections and not the freeway mainlines. However, based on a credits and debits analysis as described on page 139, Appendix Q, Traffic Impact Study Report, of the Draft EIR the impacts on the freeway mainline would be indirectly mitigated by the proposed project's area-wide ATCS/ITS system.

The project will be required to provide reasonable assurances for the funding and implementation of the ATCS/ITS mitigation program. It would be speculative as to whether ATCS/ITS measures for this area would be adequately implemented by others by 2020. Therefore, it would be incorrect to assume implementation of the ATCS/ITS as part of the future no-project analysis.

COMMENT 4-6

Page 144, Table 16(c) indicates that the HOV lane at the NB SR-405 On from SB Cherry Ave. has a capacity of 1,600 vehicles per hour. If we are not mistaken, the NB SR-405 On from SB Cherry Ave. does not have an HOV lane.

RESPONSE 4-6

Table 16(c) in Appendix Q, Traffic Impact Study Report, page 144, of the Draft EIR has been revised to remove the inclusion of the HOV lane on the 405 Freeway northbound on-ramp from southbound Cherry Avenue. Accordingly, Tables 7, 14(a), and 14(b) have also been revised also to remove the inclusion of the HOV lane. Please see Section III, Corrections and Additions, of this Final EIR. This correction does not result in any new significant traffic impacts.

COMMENT 4-7

W [*sic*] need to examine the analysis of the existing vs. future on- and off-ramp volumes, particularly at the unsignalized ramps. This would help us to determine whether additional weaving analyses would be needed at cloverleaf interchanges. We found the 2020 projected on-ramp volumes in Volume V, pages 114 and 115, however, we could not find the existing on-ramp volumes nor the existing or projected off-ramp volumes. If this information is provided in the EIR, please advise as to which part contains this information.

RESPONSE 4-7

Please refer to Response to Comment No. 4-1, above, regarding the basis for the on-ramp analysis provided and the reasons why off-ramp volumes were not analyzed. It should also be noted that in responding to the NOP, Caltrans did not request any weaving analysis or related data. Existing and future on-ramp volumes are provided in Table 7 and Table 16(c), respectively, of Appendix Q, Traffic Impact Study Report, of the Draft EIR.

COMMENT 4-8

At the SB SR-405 Off to Spring Street, which would be the return move for the NB SR405 On from SB Cherry Avenue, we found it interesting that the P.M. peak hour right turn volumes remain the same 142 vehicles per hour for the "Existing (2002)" condition, the "Future (2020) Without Project" condition, the "Future (2020) With Project" condition, and the "Future (2020) With Project+Mitigation" condition.

RESPONSE 4-8

The model link for this off-ramp in the transportation model used for the Traffic Study for the project was inadvertently coded incorrectly, which resulted in no change to the right-turn volume from the 405 Freeway southbound off-ramp at Spring Street. Please refer to Section III, Corrections and Additions, of this Final EIR for the revised tables and figures that reflect this correct coding. In correcting for this coding error, no new significant traffic impact that cannot be adequately mitigated with the existing mitigation measures has been determined.

COMMENT 4-9

Recommendations:

– We request more complete traffic study (traffic volumes and turning movements) for all primary exit and entry points to SR-405 to assess LOS and any mitigation required. A clear and graphic distribution (such as the graphic distribution shown for the City intersections), number of trips or % of project generated trips for AM peak (4482 trips) and PM Peak (5427) over the Freeway facilities is needed.

RESPONSE 4-9

Please refer to Response to Comment No. 4-1, above, regarding the basis for the on-ramp analysis provided and the reasons why off-ramp volumes were not analyzed. The critical access constraint points for the 405 Freeway were adequately analyzed.

As shown in Table 68 of the Draft EIR, the 405 Freeway mainline segments are expected to experience the following peak-hour project volumes after TDM mitigation:

South of 110 Fwy. at Carson scales	A.M.	257	P.M.	314
At Santa Fe Ave.	A.M.	386	P.M.	453
Bet. 710 Fwy. & Atlantic Ave.	A.M.	447	P.M.	619
Bet. Atlantic Ave. & Cherry Ave.	A.M.	426	P.M.	546
Bet. Cherry Ave. & Lakewood Blvd.	A.M.	104	P.M.	397
Bet. Lakewood Blvd. & Bellflower Blvd.	A.M.	79	P.M.	212
Bet. Bellflower Blvd. & Woodruff Ave.	A.M.	421	P.M.	578
Bet. Woodruff Ave. & Studebaker Rd.	A.M.	503	P.M.	570
North of 22 Fwy.	A.M.	445	P.M.	515

COMMENT 4-10

– existing traffic volumes for on- and off-ramps need to be shown.

– Analysis needs to be made of on- and off-ramps that are unsignalized. This also includes analyses of weaving areas.

RESPONSE 4-10

Please refer to Response to Comment No. 4-1, above, regarding the basis for the on-ramp analysis provided and the reasons why off-ramp volumes were not analyzed. It should also be noted that in responding to the NOP, Caltrans did not request any weaving analysis or related data. Existing and future on-ramp volumes are provided in Table 7 and Table 16(c), respectively, of Appendix Q, Traffic Impact Study Report, of the Draft EIR.

COMMENT 4-11

– The no change in volumes between "Existing" and "Future (2020) With Project+Mitigation" for certain movements such as the right turn at the SB SR-405 Off to Spring Street do not appear reasonable and raise concerns about the models projections for all the ramp junctions.

RESPONSE 4-11

Please refer to Response to Comment No. 4-8, above, for a discussion regarding the right-turn volume from the 405 Freeway southbound off-ramp at Spring Street. The model was reviewed for other inadvertent others and none were found. The transportation model used for the analysis was based on the current and widely accepted SCAG regional traffic forecasting model. The model was calibrated using appropriate standards and procedures as discussed on pages 76 through 84, Appendix Q, Traffic Impact Study Report, of the Draft EIR and was deemed acceptable for use by the City of Long Beach.

COMMENT 4-12

– Certain locations such as northbound SR-19 at Artesia Boulevard already are operating poorly. The lack of proposed mitigation for locations such as this with the type of future volumes projected from this development raise concerns about the traffic model.

RESPONSE 4-12

Subsection 4, in Section V.L, Transportation/Circulation and Parking, of the Draft EIR provides a detailed discussion of mitigation measures proposed to minimize traffic impacts. As illustrated in Figure 66 on page 717 of the Draft EIR, the proposed mitigation measure regarding the ATCS/ITS system includes the intersection of Lakewood Boulevard (State Route 19) and Artesia Boulevard. The project's TDM Program will also reduce trips at this location. These mitigation measures will adequately mitigate the project's traffic impacts to a level below significance at this location.

COMMENT 4-13

Please work with this department when preparing additional traffic data on the State facilities. If you have any questions, please feel free to contact me at (213) 897-3747 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 040219AL.

RESPONSE 4-13

The preparation of additional data is not necessary as the data presented and utilized in Appendix Q, Traffic Impact Study Report, of the Draft EIR were adequate for the analysis of project traffic impacts on State facilities. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

LETTER NO. 5

Department of Transportation
David Cohen, Associate Environmental Planner
Division of Aeronautics MS40
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

COMMENT 5-1

Thank you for continuing to include the California Department of Transportation (Department), Division of Aeronautics in the environmental review process for the above-

referenced project. We have reviewed the Draft Environmental Impact Report (DEIR), dated February 2004, and offer the following comments relative to airport land use compatibility planning.

RESPONSE 5-1

This comment acknowledges that the California Department of Transportation, Division of Aeronautics has reviewed the Draft EIR. Specific comments on the Draft EIR and responses follow.

COMMENT 5-2

1. The project is the development of approximately 261 acres of former and existing Boeing C-1 aircraft production facilities located within the Cities of Long Beach and Lakewood. The implementation of the project would provide for the replacement of over five million square feet of research and development, office, warehousing, manufacturing, and other aviation-related floor area with new research and development, light industrial, office, retail, hotel, residential, aviation-related and other ancillary uses. The project will be designed as a master planned community integrating a variety of uses, and it is anticipated to be fully developed by 2020.

The project site is located adjacent to the Long Beach Municipal Airport (LGB). The site is bounded by Carson Street on the north, LGB on the south and southwest, Lakewood Boulevard on the east, and the Lakewood Country Club and LGB on the west.

RESPONSE 5-2

This comment provides a general description of the proposed project and does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. Therefore, no response is necessary.

COMMENT 5-3

2. In our analysis of this project with respect to airport land use compatibility planning, we also reviewed Mr. Chris Kunze's letter, dated March 17, 2004, to our Aviation Safety Officer Mr. Kurt Haukohl. In this letter, Mr. Kunze, the Long Beach airport manager, agrees with our recommendation that the Airport Layout Plan (ALP) should accurately reflect actual markings and design categories for the Runway 16L/34R. The current ALP uses A-I design category geometrics for depicting the Runway Protection Zones, but the text on the ALP assigns B-II designation to this runway. In this sense, the ALP is internally inconsistent. To alleviate these issues, Mr. Kunze explains that "LGB will be implementing our recommendations [to update the ALP and remark Runway 16L/34R] via a

comprehensive ALP update, scheduled for completion this [2004] calendar year, and the runway remarking will occur thereafter, either on a stand-alone basis, or in conjunction with a major Runway 16L/34R rehabilitation effort schedules for 2006." The remarking effort should change the displaced threshold to a relocated threshold on the northern end of the Runway 16L/34R.

3. The proposed changes from a displaced threshold to a relocated threshold will reduce runway length, and change the design category and the associated geometrics of the RPZ for the Runway 16L/34R. The geometrics and the location of a Runway Protection Zone (RPZ) should only be based on the Federal Aviation Administration's (FAA) Advisory Circular 150/5300-13, *Airport Design*. The Advisory Circular tabulates this data in its Chapter 2, Table 2-4.

RESPONSE 5-3

The comment discusses actions that will be accomplished by airport management with regard to inconsistencies that currently exist within the Airport Layout Plan (ALP). The Airport's commitment to correct these inconsistencies is reaffirmed in a letter dated May 12, 2004, and included as Appendix FEIR-B of this Final EIR. As indicated therein, such corrections will include designating Runways 16L/34R and 16R/34L as A-1 runways, which is reflective of the actual aircraft that use these runways. As discussed in detail in Section V.E, Hazards and Hazardous Materials, the project has been analyzed based upon the FAA-approved ALP and on the dimensions of the Runway Protection Zones as depicted both in the ALP and in the FAA Advisory Circular 150/5300-13.

COMMENT 5-4

4. Having said that, we recommend that the DEIR either base the geometrics and the location of the RPZ on the existing runway attributes, or Boeing should have a commitment from the Long Beach airport management to convert the displaced threshold on the north end of the 16L/34R runway to a relocated threshold. This commitment should be included in a Mitigation Monitoring and Reporting Program. The existing runway attributes correlate to the Example 2 (Medium General Aviation Runway with runway length greater than 4000 feet) of the safety compatibility zone examples illustrated on pages 9-38, 9-39, and 9-40 of the California Airport Land Use Compatibility Handbook. If the runway markings are changed to have a relocated threshold, and consequently, the runway length is shortened, then the Example 1 (Short General Aviation Airport with runway length shorter than 4000 feet) will be applicable.

RESPONSE 5-4

In response to this comment, the Airport provided a subsequent letter to the City to further clarify scheduled updates to the Long Beach Airport ALP. As discussed in this letter dated May 12, 2004, which is included as Appendix FEIR-B of this Final EIR, the Airport reaffirms its commitment to maintain Runways 16L/34R and 16R/34L as A-1 design category geometrics for depicting the Runway Protection Zones. In addition, the Airport reaffirms its position that the designation of A-1 is more reflective of the actual aircraft using these runways. Provided below is an excerpt from the letter.

"Under the Caltrans Guidelines for General Aviation Runways in the California Airport Land Use Planning Handbook, both 16L and 16R appear to be defined as "Short General Aviation (GA) Runways": (1) length less than 4,000 feet; (2) visual approach only; and (3) Zone 1 (Runway Protection Zone-RPZ) 250 feet x 45 feet x 1,000 feet.

In the case of 16L, the runway pavement is 4,267 feet in length, however, actual usage for both landings and takeoffs are from a displaced threshold 415 feet from the pavement end, yielding an effective runway length of 3,852 feet.

During the next major revision of the ALP, (scheduled for November 2004) the Airport will show a relocated threshold at the existing displaced threshold. Runway markings will also be modified to reflect that change.

For 16R, while the runway pavement is 4,150 feet in length, or slightly greater than the Guideline criteria, it meets all other "Short GA Runway" criteria in that it has only a visual approach, and is used by small aircraft only. Additionally, as with Runway 16L, this runway is non-lighted, day-use only. Therefore, the RPZ depicted on the Airport Layout Plan (250 feet x 450 feet x 1,000 feet) is appropriate for this runway.

For both 16L and 16R, there are no plans to change the use of these runways or upgrade them with lighting or instrument approach facilities.

Based upon the above rationale, we believe that the dimensions of the Runway 16L/16R RPZs are accurately represented on our current ALP."

Therefore, the analysis of airport hazards provided in Section V.E, Hazards and Hazardous Materials, of the Draft EIR is consistent with the FAA-approved ALP and on the dimensions of the Runway Protection Zones as depicted both in the ALP and in the FAA Advisory Circular 150/5300-13. No additional analysis or modifications to the Draft EIR are required.

COMMENT 5-5

5. For your reference, the California Airport Land Use Planning Handbook is published on-line at http://www.dot.ca.gov/hq/planning/aeronaut/htmifile/landuse.php). The FAA's Advisory Circular 150/5300-13, *Airport Design*, is published on-line at http://www.faa.gov/arp/pdf/5300-13.pdf. With this letter, we are also enclosing an aerial photograph of your facility that illustrates the airport safety compatibility zones based on the existing conditions, the RPZ dimensions from Advisory Circular 150/5300-13, and the California Airport Land Use Planning Handbook.

RESPONSE 5-5

The analysis provided in Section V.E, Hazards and Hazardous Materials, of the Draft EIR is consistent with the FAA-approved ALP and within the dimensions of the Runway Protection Zones as depicted in the ALP, FAA Advisory Circular 150/5300-13, and the California Airport Land Use Planning Handbook. No additional analysis or modifications to the Draft EIR are required.

The attached aerial photograph included as part of this comment depicts airport safety compatibility zones indicative of a medium general aviation runway and are not consistent with the FAA-approved ALP. Please refer to Response to Comment No. 5-4 for additional information regarding the applicability of airport safety compatibility zones based on a short general aviation runway.

COMMENT 5-6

6. The proposed project will have components that will be *through-the-fence operations* for LGB. This issue should be carefully coordinated with the FAA to make sure that the proposed activities will be compliant with the federal airport grant assurances for LGB. The development of neighboring airport property for use by an individual or firm that utilizes the airport can provide the airport with additional service, and introduce airport-friendly neighbors. However, the airport must contend with the legal, insurance, safety, and management implications of such access. In addition, allowing access to one through-the-fence operator may invite future or previously denied operators the opportunity for the same privilege.

RESPONSE 5-6

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. As stated in Section V.E, Hazards and Hazardous Materials, of the Draft EIR, the proposed project could include an optional component for aviation-related uses in the southern portion of the site. In accordance with the intent of this

comment, Mitigation Measure V.E-4 requires that prior to execution of a "through-the-fence" agreement for a proposed aviation-related use on-site, the proposal shall be submitted to the Airport for review and approval and the Airport will consult with the FAA.

COMMENT 5-7

7. On Pages 61 and 62 of the DEIR, the items V.I-14 through V.I-20 explain airport-noise related issues and their mitigation measures. The item V.I-15 reads that "all persons purchasing leasing, or renting residential land or property within the PacifiCenter development shall be required to sign an "acknowledgement covenant," which acknowledges the fact that the residential properties are near an airport, that there may be low-level aircraft overflights, and that there may be noise impacts because of the proximity to the airport and overflights. In addition, the acknowledgement covenant shall acknowledge the avigation easements, which waive the right to take legal action in connection with aircraft noise." We support these mitigation measures, and recommend that the new consumer protection requirements of the Assembly Bill 2776 also be referenced in this discussion. AB 2776 amended Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code relating to aviation. According to the new law, any person who intends to offer land for sale or lease within an *airport influence area* is required to disclose that fact to the person buying the property.

RESPONSE 5-7

This comment is correct about the new consumer protection requirements of Assembly Bill 2776 relating to required disclosures in a declaration of covenants, conditions and restrictions applicable to a common interest development (e.g., a condominium project) and in connection with the sale of residential property or the sale of subdivided lands that are within the vicinity of an airport. However, the “discussion” referenced by the comment sets forth proposed mitigation measures to reduce potential noise and vibration impacts resulting from the proposed project, most of which mitigation measures are not currently required under applicable law. Since the new requirements of Assembly Bill 2776 are now applicable law, there is no need to make compliance with such requirements an additional mitigation measure, particularly when proposed Mitigation Measure V.1-15 will achieve the same purpose as the requirements of Assembly Bill 2776. In addition, as provided in the proposed Development Agreement, the CC&Rs and any deed conveying all or a portion of the property will be required to contain a statement in substantially the following form:

“The subject property is located in the immediate vicinity of Long Beach Airport – Daugherty Field (the “Airport”), which is a public use commercial airport serving the

general public. As a result, owners and residents of the subject property are routinely subject to noise, dust, fumes and other effects from the operation of aircraft at, to and from the Airport. Aircraft using the Airport may routinely use the airspace above or in the vicinity of the subject property. The volume of aviation activity and resulting effects on the subject property may increase in the future. The effects of aircraft operations and the operation of the Airport may cause owners and residents of the subject property to experience inconvenience, annoyance, discomfort, and may otherwise impair or adversely affect normal activities on, and the comfortable use and enjoyment of, the subject property. These effects may also adversely affect the fair market value which the subject property might otherwise have in the absence of aircraft operations at, to or from the Airport. An easement has been granted and recorded which grants airspace rights over, and the right to cause such effects on, the subject property. This easement protects the right of such aircraft and airport operations and precludes any resulting claims of damage or injury to the subject property, or to any person residing on or owning the subject property."

In addition, the proposed Development Agreement specifies that the Applicant or any of its successors and assigns which develop, construct, and then sell or lease to any person any building or other structure on any portion of the property shall require each purchaser or lessee of any such building or structure to execute a notarized Acknowledgment of Notice of Airspace And Avigation Easement (Acknowledgment). The Acknowledgment will: (i) specify the portion of the property being purchased or rented or leased; (ii) be executed and acknowledged by each purchaser or renter or lessee; (iii) contain the disclosure that an Airspace And Avigation Easement has been recorded against, and is binding upon all persons owning, leasing, or using the portion of the property being sold or rented or leased; (iv) contain the disclosure cited above to be included in the CC&Rs; and (v) contain an express Acknowledgment by the purchaser or renter or lessee that it is purchasing or renting or leasing the specified portion of the property subject to the Airspace And Avigation Easement and that, in so doing, it is waiving legal claims and rights which it might otherwise have with respect to the aviation activities permitted by the Easement.

Mitigation Measure V.I-15 has been revised to reflect this more specific language in the Acknowledgment described above. Please refer to Section III, Corrections and Additions, of this Final EIR.

COMMENT 5-8

8. The need for compatible land uses around airports in California is both a local and a State issue. We strongly feel that the protection of aviation facilities from incompatible land uses is vital to the safety of airport operations, to the well being of the communities surrounding aviation facilities, and to California's economic future.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related impacts and airport land use compatibility planning. We advise you to contact our District 7 office concerning surface transportation issues.

We appreciate the opportunity to review and comment on this environmental document. If you have any questions, please call me at (916) 654-5253.

RESPONSE 5-8

The City concurs with the Commentor regarding the need for compatible land uses around the Airport. Section V.H, Land Use and Planning, of the Draft EIR contains an analysis of the project's compatibility relative to the airport. The analysis concludes that the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site. Finally, the proposed uses will be consistent with the noise compatibility guidelines and polices set forth by the Caltrans Handbook and the ALUP, and all residential buildings will comply with Title 21 requirements regarding exterior and interior noise. Therefore, from a land use perspective, the proposed land uses will be compatible with the airport.

Furthermore, in response to public input and comment, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. Residential development under the Douglas Park plan will include a mix of housing types but will provide a minimum of 100 lots of 4,500 square feet for detached single-family homes and a maximum of 400 apartment units. One likely scenario is an estimated 190 single-family detached homes, 177 townhomes, 400 townhome/flat combinations, 249 condominiums, and 384 apartment units.

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

LETTER NO. 6

Southern California Edison
Robert Quintero, Region Manager
2800 East Willow Street
Long Beach, CA 90806

COMMENT 6-1

Thank you for including the Southern California Edison Company (SCE) in the review process for the above-referenced document.

The PacifiCenter @ Long Beach project is located within the service territory of SCE and the electric loads of the project are within the parameters of the overall projected growth which we are planning to meet in this area. Unless the demand for electrical generating capacity exceeds our estimates, and provided that there are no unexpected outages to major sources of electrical supply, we expect our facilities to be sufficient to meet electrical requirements for the next several years.

RESPONSE 6-1

This comment confirms that Southern California Edison (SCE) will be able to meet the electricity demand associated with the proposed project. This comment does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. Therefore, no response is necessary. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 6-2

The relocation, reconstruction, extension or undergrounding of Edison's electrical distribution system which may be necessitated by activities within the proposed project area will be performed by Edison in accordance with Edison's effective Tariff Schedules approved by and filed with the California Public Utilities Commission (CPUC).

RESPONSE 6-2

This comment confirms SCE's continued involvement with the project as it relates to electrical system improvements necessary on-site and in the immediate area. This comment does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. Therefore, no response is necessary.

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 6-3

SCE identified two areas in your Draft EIR that will require further discussion, prior to the development of proposed project:

– Two existing SCE 66 kV transmission lines are located on Carson Street (northerly boundary of PacifiCenter) and provide service to "Boost" substation (located on the east side of Lakewood Boulevard). The "Boost" substation provides electricity to Boeing's private electric distribution system for manufacturing facilities on the east side of Lakewood Boulevard and Boeing's Enclave area of the west side of Lakewood Boulevard. SCE's two 66 kV transmission lines also previously served the "Turbo" and "Stress" substations located at Boeing's manufacturing facilities on the west side of Lakewood Boulevard. The "Turbo" and "Stress" substations are being removed from service in conjunction with the on-site demolition for PacifiCenter.

SCE has confirmed that its existing 66 kV transmission lines have the necessary capacity to serve the project, as these lines were built with the capacity to serve the high energy needs of Boeing manufacturing facilities on both sides of Lakewood.

SCE Response: The "Boost" substation is a dedicated SCE Added Facility, which only provides electricity to Boeing's private distribution system. Both "Turbo" and "Stress" substations have been removed. The existing 66 kV lines can be tapped to serve the new substation. A proposed 66 kY line configuration would include relocating, per PacifiCenter's request, the existing facilities on the southwest side of the intersection at Carson Street and Lakewood Boulevard to the northwest side of that intersection. A new underground feed from the relocated facilities to the new substation at the PacifiCenter site can be constructed. A second 66 kV linefeed can be provided by constructing new facilities to an existing 66 kV underground line on the south side of Carson Street. PacifiCenter has requested two options for the location of the new substation, which would impact the length of the new proposed 66 kV underground lines; new substation location is approximately 800' (feet) west of Lakewood Boulevard and 50' (feet) south of Carson Street and 1,000' (feet) west of Lakewood Boulevard, and 2, 000' (feet) south of Carson Street.

RESPONSE 6-3

This comment includes excerpts from the Draft EIR and confirms that the existing 66 kV transmission lines have the necessary capacity to serve the project. The project

Applicant and its utility consultants have had several meetings with SCE regarding the proposed project and necessary improvements. Since construction of SCE's proposed substation is not expected until approximately 2009, the project team will continue to meet with SCE at the appropriate time to discuss the siting of the substation. The specific details for connecting SCE's proposed substation to SCE's existing transmission grid will be addressed during the planning and engineering phase of the project. The two areas of possible substation location are illustrated in Figure 8 on page 124 of the Draft EIR.

COMMENT 6-4

– In addition, a substation with a maximum footprint of approximately 305 feet by 230 feet is proposed within either the Commercial or Housing areas of the site. Design of the substation will not commence until approximately 2006. The precise location of this substation, which is expected to be constructed in approximately 2009, will be determined based on further input from Southern California Edison. The substation will serve the project site as well as other off site areas. If located in the residential portion of the project site or fronting A Street in the commercial area, the substation will be a low profile structure (equipment will be approximately 12 feet in height). If 66 kV substation is located in the commercial area not fronting A Street, the equipment will be approximately 20 feet in height. In either scenario, the substation will have underground feed lines and will include an 8-foot masonry wall located at the building setback line with landscaping between the right-of-way and the wall. Such landscaping will include trees, shrubs, and ground cover.

SCE Response: Boeing Realty Corporation will be responsible for the cost difference between the overhead and underground service for a new 66 kV substation. Please reference Exhibit "A", "B", "C", and "D". The two squares on Exhibit "A" are Boeing's proposed conceptual site plan substation locations Exhibit "B" and "C" maps show the proposed and existing configurations to feed the new substation at the PacifiCenter facility. Exhibit "D" identifies the proposed unmanned substation facility summary.

RESPONSE 6-4

Necessary arrangements for utility infrastructure-related expenditures will be made between the project Applicant and SCE at the appropriate time in the planning process. This comment does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 6-5

In June, 1994, the CPUC adopted General Order 131-D which requires the CPUC to take an active role in the review and approval of investor-owned utility construction projects involving facilities between 50 and 200 kV. While the CPUC has always had jurisdiction over these projects, it now requires formal environmental review of these projects which could have potentially significant impacts on the environment. If the PacifiCenter @ Long Beach project requires the relocation of substation and/or transmission facilities and compliance with G.O. 131-D, inclusion of the Edison facilities in the CEQA environmental review could expedite completion of the environmental review.

RESPONSE 6-5

General Order 131-D generally requires the CEQA process, insofar as formal environmental review by the California Public Utilities Commission (CPUC) is necessary for projects that could have potentially significant impacts on the environment and that involve investor-owned utility construction activities. Per previous guidance from SCE, a description of SCE's proposed substation was included in Section V.M.4, Energy, on page 791 of the Draft EIR to address the requirements of General Order 131-D and facilitate CPUC's environmental review of the improvements. In addition, the environmental impacts of the proposed substation, including potential aesthetics, noise, land use and health risk impacts, have been evaluated throughout the Draft EIR. The Draft EIR thus addresses applicable CEQA requirements, as suggested by SCE.

COMMENT 6-6

Please have the project applicant, developer or consultant contact at your earliest convenience Neal Hunstein at (626) 302-8639 to address 66 kV substation questions and Mr. Frank Allen at (310) 608-5130 to assist with transmission related questions.

If you require further assistance or need additional information, please do not hesitate to contact me at (562) 981-8216.

[Note: Four attachments to this comment letter were included. Please refer to Appendix FEIR-A for the original attachments.]

RESPONSE 6-6

The project Applicant and its utility consultants have had several meetings with SCE to discuss substation transmission and distribution issues. Meetings will continue to be held with SCE as the project progresses, as appropriate. The specific details for

connecting SCE's proposed substation to SCE's existing transmission grid will be addressed during the planning and engineering phase of the project.

LETTER NO. 7

Southern California Association of Governments
Jeffrey M. Smith, AICP
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

COMMENT 7-1

Thank you for submitting the **Draft Environmental Impact Report for the PacifiCenter Long Beach** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

RESPONSE 7-1

This comment acknowledges that the Southern California Association of Governments (SCAG) has reviewed the Draft EIR. Specific comments on the Draft EIR and responses follow.

COMMENT 7-2

It is recognized that the proposed Project considers the development of up to 3.3 million square feet of office, research and development, light industrial, retail and aviation related development. The Project will also include up to 2,500 residential units along with a 400-room hotel. The approximately 261-acre site is located at Carson Street and Lakewood Boulevard in the City of Long Beach.

RESPONSE 7-2

This comment provides a summary of the project proposal evaluated in the Draft EIR and does not introduce new environmental information or directly challenge information presented in the Draft EIR. However, it should be noted that in response to public input and comment, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park and which is consistent with the

Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. The impacts associated with Douglas Park will be similar to those analyzed for the Reduced Intensity Alternative.

COMMENT 7-3

SCAG staff has evaluated the **Draft Environmental Impact Report for the PacifiCenter Long Beach** for consistency with the Regional Comprehensive Plan and Guide and Regional Transportation Plan. The Draft EIR includes a discussion on the proposed Projects' consistency with SCAG policies and applicable regional plans, which were outlined in our December 10, 2002 letter on the Notice of Preparation (NOP) for this Draft EIR.

RESPONSE 7-3

As indicated in the comment, the Draft EIR contains an analysis of the SCAG policies and applicable regional plans that were outlined in their December 10, 2002 letter on the Notice of Preparation (NOP) of the Draft EIR. The analysis is contained in Table 27 of the Draft EIR.

COMMENT 7-4

The Draft EIR, in Sections V.H., Land Use and Planning, and V.L., Transportation/Circulation and Parking, cited SCAG policies and addressed the manner in which the proposed Project is consistent with applicable core policies and supportive of applicable ancillary policies. The Draft EIR incorporated a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the applicable policies with the proposed Project. This approach to discussing consistency or support of SCAG policies is commendable and we appreciate your efforts. Based on the information provided in the Draft FIR, we have no further comments. A description of the proposed Project was published in the February 1-15, 2004 Intergovernmental Review Clearinghouse Report for public review and comment.

If you have any questions, please contact me at (213) 236-1867. Thank you.

RESPONSE 7-4

This comment commends the side by side comparison of the project with applicable SCAG land use and transportation policies that is presented in the Draft EIR. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

LETTER NO. 8

South Coast Air Quality Management District
Steve Smith, Ph.D., Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources
21865 Copley Drive
Diamond Bar, CA 91765-4178

COMMENT 8-1

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD also appreciates the additional time granted by the lead agency to review the Draft EIR for the proposed project and provide comments. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Environmental Impact Report.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The SCAQMD would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments,

RESPONSE 8-1

This comment acknowledges that the South Coast Air Quality Management District (SCAQMD) has reviewed the Draft EIR. Specific comments on the Draft EIR and responses follow. These responses to comments will be transmitted to SCAQMD prior to consideration of the project, in accordance with applicable CEQA requirements.

COMMENT 8-2

1. To assist the public with verifying the results in Table 9 with the URBEMIS2002 output files in Appendix D, it would be helpful if the lead agency noted that the results in Table 9

are the mitigated emissions from the output files. Further, it would be helpful if the Table 9 footnotes listed the years that were used to estimate overlapping construction phases. For example, Phase 2 appears to consist of year 2008 Phase 1 building construction (mitigated) and year 2008 Phase 2 site preparation (mitigated) emissions. Finally, staff was unable to verify PM10 emissions for Phase 1 and Phase 2.

RESPONSE 8-2

As discussed with the SCAQMD on March 30, 2004, a construction summary sheet was provided in Appendix D-1, Volume III, of the Draft EIR. This URBEMIS 2002 emissions inventory and ISC modeling summary sheet provided supporting calculations for both on and off-site sources by year for each stage of construction, including all potential overlapping activities associated with the four phases of development. All pertinent URBEMIS and ISC output files were included in Appendix D-1 of the Draft EIR and summarized in Table 9. The output files documented construction emissions for each phase of construction by year and month, including duration of activity.

The estimate of project-related maximum daily regional construction emissions presented in Table 9 of the Draft EIR does not include incorporation of mitigation measures. Table 9 is provided in Subsection 3.0 (Environmental Impacts) of Section IV.B Air Quality, and as such, all potential impacts (including emission estimates) reflect unmitigated impacts. However, as compliance with a rule or regulation does not constitute mitigation, fugitive dust control measures required in compliance with SCAQMD Rule 403 were incorporated into the estimate of PM_{10} emissions for the project. The most recent version of URBEMIS 2002 does not include an option to select compliance with rules and regulations and, therefore, the model output displays the estimate of emissions as mitigated, since selection of any control measure (e.g., SCAQMD Rule 403) is displayed as mitigated. Please note that Subsection 5.0 (Mitigation Measures) and Subsection 6.0 (Levels of Significance After Mitigation Measures) of Section IV.B. provide mitigation measures and estimates of emissions with the incorporation of mitigation measures, respectively. The Commentor is referred to Table 16 on page 276 of the Draft EIR for an estimate of construction emissions with incorporation of mitigation measures.

As stated above, the summary sheet provided in Appendix D-1 does provide the construction year for overlapping phases. However, in response to this comment, the footnotes provided in Table 9 of Section V.B, Air Quality, of the Draft EIR have been revised to include the overlapping year for each construction phase. Please refer to Section III, Corrections and Additions, of this Final EIR.

With regard to SCAQMD's verification of PM_{10} emissions for Phase 1 and Phase 2, the summary sheet provided in Appendix D-1 of the Draft EIR included the site work quantities (i.e., cut/fill and import/export of soil) necessary to verify the results of the URBEMIS 2002 Phase 1 and Phase 2 PM_{10} emissions estimate. Unfortunately, URBEMIS 2002 does not provide all of the necessary information in the output file to recreate the input file for verification of the emissions inventory scenario. Therefore, per SCAQMD's request, the original input files for these scenarios were provided to SCAQMD on March 30, 2004. As demonstrated to the SCAQMD, the modeling input and output files were consistent with the information presented in the Draft EIR. The Commentor's concerns are therefore addressed.

COMMENT 8-3

2. The SCAQMD recommends that the lead agency consider revising the following PM10 construction mitigation measures found in Volume I on pages 268 and 269:

V.B-3 Streets shall be swept as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public paved roads, Street sweepers should be SCAQMD Rule 1186 certified and water sweepers should be using reclaimed water.

V.B-8 ... During construction, trucks and vehicles in loading and unloading queues will have their engines turned off after ten minutes when not in use, to reduce vehicle emissions. . . ,

RESPONSE 8-3

In response to this comment, Mitigation Measures V.B-3 and V.B-8 have been revised to include the recommended modifications to the mitigation measures. Please refer to Section III, Corrections and Additions of this Final EIR for the recommended changes to Mitigation Measures V.B-3 and V.B-8 of the Draft EIR.

COMMENT 8-4

3. Because construction and operation air quality impacts remain significant after mitigation, the SCAQMD recommends the lead agency consider implementing the following mitigation measures in addition to the measures listed in Volume I pages 267 through 275 for construction and operations to reduce construction and operation-related CO, NOx and PM10 emissions associated with the proposed project, if applicable and feasible;

Mitigation Measures for Construction Emissions

a. If the project includes trucks hauling dirt, sand, soil, or other loose materials, it is recommended that they be covered in accordance with the requirements of CVC Section 23114.

b. Suspend all excavating and grading operations when wind gusts (as instantaneous gusts) exceed 25 mph.

c. Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive ten days or more).

d. Implement a shuttle service to and from retail services and food establishments during lunch hours.

e. Develop a construction traffic management plan that includes, but is not limited to:

(1) Rerouting construction trucks off congested streets

(2) Providing dedicated turn lanes for movement of construction trucks and equipment on- and off-site

f. Use alternative clean fuel such as compressed natural-gas powered construction equipment with oxidation catalysts.

Mitigation Measures for Operational Emissions

a. Develop a program to minimize the use of fleet vehicles during smog alerts (for businesses not subject to Rule 2202 or Regulation XII).

b. Implement compressed work week schedules where weekly work hours are compressed into fewer than five days.

c. Establish a home-based telecommunicating program.

d. Provide on-site child care and after-school facilities or contribute to off-site development within walking distance.

e. Provide on-site employee services such as cafeterias, banks, etc,

f. Establish a shuttle service from residential core areas to the worksite.

g. Construct on-site or off-site bus turnouts, passenger benches, or shelters.

h. Implement a pricing structure for single-occupancy employee parking and/or provide discounts to ridesharers.

i. Utilize parking in excess of code requirements as on-site park-n-ride lots or contribute to construction of off-site lots.

j. Synchronize traffic lights on streets impacted by development.

RESPONSE 8-4

In response to this comment, the Lead Agency considered the SCAQMD recommended mitigation measures for incorporation into this Final EIR. A discussion regarding the recommended construction control measures is provided below using the same numbering system as provided in the comment.

a. As indicated on page 266 of Section V.B, Air Quality, of the Draft EIR, only construction control measures in addition to the requirements of SCAQMD Rule 403 (Fugitive Dust) were included as mitigation measures. Therefore, this recommended control measure will be implemented in compliance with SCAQMD Rule 403 and no additional mitigation measure is required.

b. The measure to suspend all excavating and grading operations when wind gusts exceed 25 mph has been incorporated into Mitigation Measure V.B-1a. Please see Section III, Corrections and Additions, of this Final EIR.

c. The use of non-toxic soil stabilizers on inactive construction areas has been incorporated into Mitigation Measure V.B-1b. Please see Section III, Corrections and Additions, of this Final EIR.

d. During project construction, it is expected that many of the construction workers will bring their lunch and that a lunch coach will frequent the site. In addition, construction workers will be generated from numerous companies with daily work schedules and overall job durations that will make it difficult to have a coordinated shuttle to a specific

food establishment or retail location. In addition, once commercial development has occurred and services are occupied, construction workers will be able to walk to retail services and food establishments on the project site. Based on these factors, the suggested mitigation measure has not been added.

e. As discussed in the Draft EIR, the project incorporates traffic control measures during construction of the project to reduce potential air quality impacts. For instance, on page 247 of the Draft EIR, a project feature has been included to require construction delivery trucks and haul trucks to access the project site from the I-405 along Lakewood Boulevard and Cherry Avenue to avoid passing by sensitive land uses (e.g., schools and residences). Existing left turn lanes on Lakewood Boulevard and right turn lanes on Cherry Avenue will be used. In addition, Mitigation Measure V.B.13 requires deliveries related to construction activities that affect traffic flow shall be scheduled during off-peak hours (e.g., 10:00 A.M. and 3:00 P.M.) and coordinated to achieve consolidated truck trips. When traffic flow is impacted by the movement of construction materials and/or equipment, temporary traffic controls shall be provided to improve traffic flow (e.g., flag person). Thus, as these measures implement SCAQMD recommended measures, no additional mitigation measure is warranted.

f. Mitigation Measures V.B-11 and V.B-14 require the use of alternative fuel sources and the use of diesel particulate traps, respectively, which implement the SCAQMD recommended control measure. Therefore, no additional mitigation measure is warranted.

The SCAQMD recommended mitigation measures for operational emissions include features to reduce the number of vehicle trips as well as vehicle miles traveled. A discussion regarding the recommended operational control measures is provided below using the same numbering system as provided in the comment.

a. and b. As discussed in Section V.B, Air Quality, of the Draft EIR, the project will promote reductions in vehicle trips, which will result in a reduction in the generation of pollutant emissions in the following ways: (a) by providing a mix of uses including commercial office, R&D, retail, hotel and residential uses within walking distance of each other; (b) by providing employment opportunities near residences and public transit; (c) by encouraging pedestrian and bicycle circulation through the site by establishing a system of walkways, jogging and biking paths, including a bicycle path that links to a more regional bicycle system through Long Beach; (d) by providing development in proximity to regional corridors and within an area that is well-served by public transportation, including MTA buses and more distantly the Metro Rail Blue Line system; and (e) by providing on-site recreation and open space amenities.

As discussed in Section V.L, Transportation/Circulation and Parking, the project includes transportation demand management features to reduce vehicle trips and associated emissions and transportation system improvements that are intended to reduce vehicular bottlenecks and the associated emissions. Specifically, Mitigation Measure V.L-16 requires the project TDM program to reduce inbound A.M. peak-hour and outbound P.M. peak-hour employee vehicle trips by 20 percent for the Office Park ("Commercial") use. Many of the TDM program measures will be available to a broader cross section of the site, and will likely attract participants outside of the targeted use. The TDM program may include, but is not limited to, the following measures: (1) on-site employee transportation coordinator and management office to assist in the carpool/vanpool program and other ridesharing related services; (2) preferred employee carpool/vanpool parking program; (3) a ridematching service; (4) vanpool start-up assistance; (5) special vanpool passenger loading/unloading areas; (5) on-site transit pass sales; (6) centralized bulletin board or kiosk with information on alternative transportation; (7) new business, employee commuter benefit information packets; (8) guaranteed ride home program; and (9) a shuttle system. These features largely implement the SCAQMD recommended operational mitigation measures. However, the suggested items in this comment will be added to the mitigation measures for further consideration during development of the TDM program. Please see Section III, Corrections and Additions, of this Final EIR.

c. The project will provide the high speed communication infrastructure in both the commercial and residential areas to allow for home based telecommuting. Therefore, the project will provide for a reduction in trips that can occur from telecommuting.

d. In commercial zone C-1, daycare facilities will require a conditional use permit, while daycare uses will not be permitted in commercial zones C-2 and C-3. However, small daycare facilities (i.e., in residences) will be allowed within the residential zones. Therefore, if there is a perceived need for a daycare within the site, it is possible that one will be started. With regard to daycare facilities in the surrounding area, the Long Beach City College Child Development Center is located at 4630 Clark Avenue. The Center is open during the fall and spring semesters from 7:00 A.M. to 5:30 P.M. Monday through Thursday and from 7:00 A.M. to 11:30 A.M. on Friday. Summer hours at the facility vary. This facility is mainly for students and faculty. Thus, there are no existing facilities currently within walking distance of the site.

e. The project as proposed is a mixed use development, with office, retail, light industrial, hotel, and residential uses within close proximity to one another. It is expected that services such as banks, restaurants, dry cleaning, copy shops, and cafes, will locate within the development. In addition, a system of walkways and jogging and biking paths,

will be provided on site. Given the mix of uses, including the provision of services, and the system of paths, the project will provide opportunities for employees as well as residents to use alternative modes of transportation thereby reducing vehicle miles traveled.

f. As indicated above, Mitigation Measure V.L-16 requires that the Applicant implement a TDM program. One of the items that may be included in the TDM program is the provision of a shuttle system. In addition, as indicated under e., above, because of the mixed-use nature of the project and the provision of paths, the project will provide opportunities for a reduction in vehicle miles traveled.

g. The Applicant met with Long Beach Transit to discuss potential routes through the site. However, Long Beach Transit determined that routes through the site were not desirable. However, bus stops, with benches and/or shelters will be provided along Lakewood Boulevard.

h. As indicated above, Mitigation Measure V.L-16 requires that the Applicant implement a TDM program. Some of the items that address parking that may be included in the TDM program include a preferential parking management program, carpool/vanpool matching, vanpool start-up assistance, and vanpool staging areas.

i. Parking in excess of the code requirements will not be provided unless desired by the future developer or tenant of a parcel. Therefore, there is no planned surplus parking which could be used as a park-n-ride lot.

j. Traffic lights on streets impacted by development will be synchronized through Mitigation Measures V.L-1 through 3. This mitigation will result in measures to improve traffic flow along arterials in the study area and freeway ramp access and connectivity with the surface street system.

COMMENT 8-5

4. On page 249 of the Draft EIR the lead agency discusses the fact that the proposed project will include the installation and operation of diesel-fired generators for emergency power generation. The lead agency should be aware of the fact that the SCAQMD recently adopted Rule 1470 – Requirements for Stationary Diesel-fueled Internal Combustion and Other Compression Ignition Engines. This rule specifically regulates emissions from emergency stand by diesel engines and will likely require more stringent conditions on the diesel engines than the requirements discussed on page 249. In particular, emission controls are especially more stringent if the diesel engine is located on existing school grounds or 100 meters or less from existing schools.

RESPONSE 8-5

SCAQMD Rule 1470-Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines was promulgated on April 2, 2004, which was subsequent to the release of the February 2004 Draft EIR. Therefore, no discussion of this rule was provided in the Draft EIR. All applicable rules and regulations (e.g., SCAQMD Rule 1401 and Rule 1470) for any new emergency generator will be complied with during the building permit process for the project. In addition, as discussed on page 237, Section V.B, Air Quality, of the Draft EIR, the closest school to the project site is located approximately 1,000 meters northwest of the project site along Cherry Avenue (James Madison Elementary School). Therefore, the more stringent emission control requirements for diesel engines located on existing school grounds or 100 meters or less from an existing school would not be applicable. As SCAQMD Rule 1470 may further reduce potential emissions from the operation of diesel-fired generators for emergency power generation, the estimate of emissions presented in Table 11 of the Draft EIR provides a more conservative estimate of potential project-related emissions. No changes or additional analysis is required in consideration of SCAQMD Rule 1470.

COMMENT 8-6

5. The SCAQMD commends the lead agency for including the localized construction air quality analysis. Although the SCAQMD Governing Board approved this environmental justice enhancement at the October 2003 Public Hearing, it is currently being evaluated in a pilot program. Further, analysis of localized air quality impacts by the lead agency is voluntary, so the SCAQMD appreciates the leadership shown by the lead agency in performing the localized air quality analysis for the proposed project.

RESPONSE 8-6

The comment commending the inclusion of localized construction air quality impacts in the Draft EIR is noted and will be forwarded to the City's decisionmakers for review and consideration.

LETTER NO. 9

County Sanitation Districts of Los Angeles County
Ruth I. Frazen, Engineering Technician
Planning & Property Management Section
1955 Workman Mill Road
P.O. Box 4998
Whittier, CA 90601-5422

COMMENT 9-1

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on February 10, 2004. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

1. The Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. Local sewer lines in the City of Lakewood portion of the proposed project area have been incorrectly identified throughout the DEIR and the Sewer Master Plan Study as District No. 3 sewers (CSDLAC sewers). These local sewer lines are maintained by the Los Angeles County Department of Public Works (LACDPW). Any future onsite sewer lines within the City of Lakewood portion of the project area will also be maintained by LACDPW, not by District No. 3.

RESPONSE 9-1

Based on this comment, corrections to the proper ownership of the existing and proposed sewer lines on-site in the City of Lakewood has been made. Please refer to Section III, Corrections and Additions, of this Final EIR for associated corrections to Section V.M.2, Sewer, and Appendix T, Sewer Master Plan Study, of the Draft EIR. These corrections do not change the conclusions reached within the analysis of sewer impacts associated with the proposed project, as presented in the Draft EIR.

COMMENT 9-2

2. When last measured in July 2003, the Districts' 30-inch diameter Joint Outfall "A" Unit 1A North Long Beach Interceptor Trunk Sewer conveyed a peak flow of 10.71 cfs (6.92 mgd). The remaining capacity in the trunk sewer is 3.29 cfs (2.12 mgd).

RESPONSE 9-2

Based on this comment, peak flow and remaining capacity in the County Sanitation Districts of Los Angeles County (CSDLA) 30-inch diameter Joint Outfall "A" Unit 1A North Long Beach Interceptor Trunk Sewer (NLBITS) have been updated to reflect July 2003 measurements. Please refer to Section III, Corrections and Additions, of this Final EIR for associated corrections to Section V.M.2, Sewer, and Appendix T, Sewer Master Plan Study, of the Draft EIR. These corrections do not change the conclusions reached within the analysis of sewer impacts associated with the proposed project, as presented in the Draft EIR.

COMMENT 9-3

3. The Long Beach Water Reclamation Plant (WRP) currently processes an average flow of 19.1 million gallons per day (mgd), with a remaining treatment capacity of 5.9 mgd. The Joint Water Pollution Control Plant (JWPCP) currently processes an average flow of 322.3, with a remaining treatment capacity of 62.7 mgd. These flow measurements are as of November 2003.

RESPONSE 9-3

Based on this comment, average flows and remaining treatment capacities for the Long Beach Water Reclamation Plant (LBWRP) and the Joint Water Pollution Control Plant (JWPCP), have been updated to reflect flow measurements as of November 2003. Please refer to Section III, Corrections and Additions, of this Final EIR for associated corrections to Section V.M.2, Sewer, and Appendix T, Sewer Master Plan Study, of the Draft EIR. These corrections do not change the conclusions reached within the analysis of sewer impacts associated with the proposed project, as presented in the Draft EIR.

COMMENT 9-4

4. A copy of the Districts' average wastewater generation factors is enclosed to allow you to estimate the volume of wastewater the project will generate.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

TABLE 1
LOADINGS FOR EACH CLASS OF LAND USE

DESCRIPTION	UNIT OF MEASURE	FLOW (Gallons Per Day)	COD (Pounds Per Day)	SUSPENDED SOLIDS (Pounds Per Day)
RESIDENTIAL				
Single Family Home	Parcel	260	1.22	0.59
Duplex	Parcel	312	1.46	0.70
Triplex	Parcel	468	2.19	1.05
Fourplex	Parcel	624	2.92	1.40
Condominiums	Parcel	195	0.92	0.44
Single Family Home (reduced rate)	Parcel	156	0.73	0.35
Five Units or More	No. of Dwlg. Units	156	0.73	0.35
Mobile Home Parks	No. of Spaces	156	0.73	0.35
COMMERCIAL				
Hotel/Motel/Rooming House	Room	125	0.54	0.28
Store	1000 ft^2	100	0.43	0.23
Supermarket	1000 ft^2	150	2.00	1.00
Shopping Center	1000 ft^2	325	3.00	1.17
Regional Mall	1000 ft^2	150	2.10	0.77
Office Building	1000 ft^2	200	0.86	0.45
Professional Building	1000 ft^2	300	1.29	0.68
Restaurant	1000 ft^2	1,000	16.68	5.00
Indoor Theatre	1000 ft^2	125	0.54	0.28
Car Wash				
Tunnel - No Recycling	1000 ft^2	3,700	15.86	8.33
Tunnel - Recycling	1000 ft^2	2,700	11.74	6.16
Wand	1000 ft^2	700	3.00	1.58
Financial Institution	1000 ft^2	100	0.43	0.23
Service Shop	1000 ft^2	100	0.43	0.23
Animal Kennels	1000 ft^2	100	0.43	0.23
Service Station	1000 ft^2	100	0.43	0.23
Auto Sales/Repair	1000 ft^2	100	0.43	0.23
Wholesale Outlet	1000 ft^2	100	0.43	0.23
Nursery/Greenhouse	1000 ft^2	25	0.11	0.06
Manufacturing	1000 ft^2	200	1.86	0.70
Dry Manufacturing	1000 ft^2	25	0.23	0.09
Lumber Yard	1000 ft^2	25	0.23	0.09
Warehousing	1000 ft^2	25	0.23	0.09
Open Storage	1000 ft^2	25	0.23	0.09
Drive-in Theatre	1000 ft^2	20	0.09	0.05
Night Club	1000 ft^2	350	1.50	0.79
Bowling/Skating	1000 ft^2	150	1.76	0.55
Club	1000 ft^2	125	0.54	0.27
Auditorium, Amusement	1000 ft^2	350	1.50	0.79
Golf Course, Camp, and Park (Structures and Improvements	1000 ft^2	100	0.43	0.23

TABLE 1
(continued)
LOADINGS FOR EACH CLASS OF LAND USE

DESCRIPTION	UNIT OF MEASURE	FLOW (Gallons Per Day)	COD (Pounds Per Day)	SUSPENDED SOLIDS (Pounds Per Day)
Recreational Vehicle Park	No. of Spaces	55	0.34	0.14
Convalescent Home	Bed	125	0.54	0.28
Laundry	1000 ft^2	3,825	16.40	8.61
Mortuary/Cemetery	1000 ft^2	100	1.33	0.67
Health Spa, Gymnasium				
With Showers	1000 ft^2	600	2.58	1.35
Without Showers	1000 ft^2	300	1.29	0.68
Convention Center, Fairground, Racetrack, Sports Stadium/Arena	Average Daily Attendance	10	0.04	0.02
INSTITUTIONAL				
College/University	Student	20	0.09	0.05
Private School	1000 ft^2	200	0.86	0.45
Church	1000 ft^2	50	0.21	0.11

RESPONSE 9-4

The analysis presented in Section V.M.2, Sewer, and Appendix T, Sewer Master Plan Study, of the Draft EIR is based on average wastewater generation factors provided by the Long Beach Water Department (LBWD), as these factors are either equivalent to or more conservative than those used by CSDLA. Furthermore, the analysis assumes buildout of the Commercial land use area with 100 percent light industrial uses (i.e., the proposed use with the highest wastewater generation factor) in order to provide conservative estimates. Project impacts are thus based on worst-case conditions relative to wastewater generation. A comparison of the CSDLA and LBWD wastewater generation factors is provided in the table below.

COMPARISON OF WASTEWATER GENERATION FACTORS

Use	CSDLA	LBWD
Office	200 gallons/1,000 sq.ft.	200 gallons/1,000 sq.ft.
Retail	100 gallons/1,000 sq.ft.	200 gallons/1,000 sq.ft.
Hotel	125 gallons/room/day	150 gallons/room/day
R&D	200 gallons/day/1,000 sq.ft. [a]	200 gallons/day/1,000 sq.ft.

COMPARISON OF WASTEWATER GENERATION FACTORS

Use	CSDLA	LBWD
Light Industrial	200 gallons/day/1,000 sq.ft.	223 gallons/day/1,000 sq.ft.
Housing	156 gallons/day/parcel (Single-Family)[b]	
	195 gallons/day/parcel (Condominiums)	212.5 gallons/day/dwelling unit[c]

[a] *As the CSDLA comment above does not provide a factor for R&D uses, an equivalent private school category is listed here.*

[b] *CSDLA permits this "reduced rate" for new housing, due to implementation of current water-conserving devices, efficient plumbing, low-flow toilets, etc.*

[c] *Equivalent to 85 gpd per person, based on a standard factor of 2.5 persons per unit*

Source: Kimley-Horn and Associates, Inc., based on information provided by CSDLA and LBWD, May 2004.

LETTER NO. 10

County Sanitation Districts of Los Angeles County
John D. Kilgore, Supervising Engineer
Planning Section
1955 Workman Mill Road
P.O. Box 4998
Whittier, CA 90601-4998

COMMENT 10-1

Request for Comments on the Draft Environmental Impact Report PacifiCenter at Long Beach

The County Sanitation Districts of Los Angeles County (Districts) received the referenced Request for Comments on February 10, 2004. Regarding solid waste management for the abovementioned project in the City of Long Beach, the Districts offer the following comments:

RESPONSE 10-1

This comment acknowledges that the County Sanitation Districts of Los Angeles County has reviewed the Draft EIR. Specific comments on the Draft EIR and responses follow.

COMMENT 10-2

Page 766 of the Draft Environmental Impact Report currently states the following in reference to Puente Hills Landfill: "an application is currently being processed to add 38 million tons of disposal capacity to the Puente Hills Landfill." The Draft Environmental Impact Report should be updated with the current tonnage limits and landfill life imposed by the current conditional use permit for the Puente Hills Landfill, which became effective November 1, 2003. Please note the following: the conditional use permit for the Puente Hills Landfill authorizes the disposal of a maximum of 13,200 tons per day. Typically, the landfill closes early due to this permit-imposed tonnage restrictions. Disposal operations will continue under the conditional use permit until October 31, 2013, at which time the site will stop accepting waste for disposal. Permitted capacity and other information are detailed in the enclosed fact sheet.

RESPONSE 10-2

The text on page 766 of the EIR has been updated to reflect the information regarding Puente Hills Landfill provided in the comment and the attached fact sheet. In addition, Table 77 on page 769 has also been updated with regard to the Puente Hills Landfill. Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 10-3

Page 766 of the Draft Environmental Impact Report currently states the following in reference to Eagle Mountain and Mesquite Regional Landfill: "Finally, in August 2000, the Los Angeles County Sanitation District purchased the Eagle Mountain Landfill, which is located in Riverside County, and the Mesquite Landfill, which is located in Imperial County. Both facilities are waste-by-rail landfills that are fully permitted but not yet constructed due to ongoing federal litigation." The Draft Environmental Impact Report should be updated with current information regarding the purchase and federal litigation pertaining to Mesquite and Eagle Mountain Landfills. The County Sanitation Districts entered into Purchase and Sale Agreements in August 2000 on the only two fully permitted rail haul landfills in California: the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. The Districts closed escrow on the Mesquite Regional Landfill in December 2002. Due in part to pending federal litigation, the Districts have not closed escrow on the purchase of the Eagle Mountain Landfill.

The MSW will be transported approximately 210 miles to the site via the Union Pacific Railroad main line, which extends from metropolitan Los Angeles to Glamis and then by a proposed 4.5 mile rail spur built to the site. Closing escrow on the Mesquite Regional Landfill has allowed the initial waste-by-rail system development plans to move forward. The Districts are retaining a Consultant to prepare a comprehensive master plan for the

development of the site including the landfill and rail infrastructure. Work on this project is currently ongoing and scheduled to finish by the Fall of 2004. Following completion of the master plan, the Districts intend to pursue concurrent final design and construction of the facilities necessary to begin operation. The Mesquite Regional Landfill is scheduled to open for rail shipments of waste in 2009, consistent with the timetable in the new CUP issued by the Los Angeles Regional Planning Commission for the Puente Hills Landfill.

RESPONSE 10-3

The text in the EIR has been revised to reflect the updated information regarding the Mesquite and Eagle Mountain Landfills provided in the comment. Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 10-4

The Puente Hills Materials Recovery Facility is scheduled to begin operating in September 2004. The facility is permitted to accept 4,400 tons per day and 24,000 tons per week of municipal solid waste. Permitted capacity and other information are detailed in the enclosed fact sheet. It is likely that the Puente Hills Materials Recovery Facility will start operating at 2,000 tons per day and, as market demand necessitates, will ultimately increase to full capacity.

If you have any questions regarding these comments, please contact the undersigned at the above listed telephone number, extension 2731.

RESPONSE 10-4

The information provided in the comment regarding the Puente Hills Materials Recovery Facility has been added to the text on page 766 and a footnote has been added in Table 77 of the EIR. Please see Section III, Corrections and Additions, of this Final EIR.

LETTER NO. 11

Greater Los Angeles County Vector Control District
Susanne Kluh, Vector Ecologist
12545 Florence Avenue
Santa Fe Springs, CA 90670

COMMENT 11-1

Our office was provided with a copy of the **Draft Environmental Impact Report on the Proposed PacifiCenter at Carson Str. & Lakewood Blvd., Long Beach, CA.** We were asked to comment on the proposed systems for stormwater treatment at this site, however, the report does not specify the type of systems or which manufacturers are being considered.

In order to be able to comment on potential mosquito problems we need detailed information on the system you are planning to use as well as the proposed method of construction.

As soon as this project reaches a phase were such plans are available, we request the above items be submitted for review.

RESPONSE 11-1

As discussed in Section V.G, Water Quality, and Appendix N, Surface Water Quality Study, of the Draft EIR, project construction will require a National Pollution Discharge Elimination System (NPDES) permit and a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will include Best Management Practices (BMPs) to reduce pollutant loading to stormwater runoff. Figure SW-9 in Appendix N illustrates typical BMPs and typical BMP applications that will be required by the City of Long Beach and the Los Angeles Regional Water Quality Control Board (LARWQCB). Figure SW-12 identifies the procedural order for preparing a SWPPP and BMP.

As final engineering plans and specifications are prepared, specific types of systems and manufacturers will be identified and sized according to specific development. All reviews and approvals will be obtained from the appropriate agencies prior to the start of construction.

LETTER NO. 12

Los Angeles County Department of Public Works
Rod H. Kubomoto, Assistant Deputy Director
Watershed Management Division
900 South Fremont Avenue
Alhambra, CA 91803-1331

COMMENT 12-1

Thank you for the opportunity to provide comments on the subject document which we received on March 1, 2004. The proposed project consists of redevelopment of approximately 261 acres of former and existing boeing aircraft production facilities located within the Cities of Long Beach and Lakewood. Project implementation will provide for replacement of over 5 million square feet of research and development, offices, warehousing, manufacturing, light industrial, rental hotel, residential, aviation-related and ancillary uses. The project will be designed as a master planned community integrating a variety of land uses. We have reviewed the submittal and offer the following comments:

RESPONSE 12-1

This comment acknowledges that the Los Angeles County Department of Public Works has reviewed the Draft EIR and provides a description of the proposed project. This comment does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. Therefore, no response is necessary.

COMMENT 12-2

Environmental Programs

Should any operation within the subject project include the construction, installation, modification or removal of underground storage tanks, industrial waste treatment or disposal facilities, and/or stormwater treatment facilities, our Environmental Programs Division must be contacted for required approvals and operating permits.

All development and redevelopment projects which fall into one of the Standard Urban Storm Water Mitigation Plans project types, characteristics or activities, must obtain Standard Urban Storm Water Mitigation Plans approval by the appropriate agency.

Food service establishments may be required to provide a grease treatment device and will be subject to review and approval by our Environmental Programs Division.

RESPONSE 12-2

The project does not include the construction, installation, modification or removal of industrial waste treatment or disposal facilities. The removal of underground storage tanks (USTs) is evaluated in Section V.E, Hazards and Hazardous Materials, on pages 342 through 391 of the Draft EIR. As discussed therein, all but two of the known USTs located on-site have been previously removed; permits for past UST removal were obtained from the appropriate agencies. The two remaining USTs are no longer in service and will be removed in conjunction with the separately approved remediation program, in accordance with permitting requirements and approval by the appropriate agencies. The text on page 374 has been revised to indicate that these USTs and any previously unidentified USTs that may be encountered during remediation will be removed in accordance with applicable Federal, State, Los Angeles County Department of Public Works (LACDPW) Environmental Programs Division, and local Long Beach Fire Department regulatory requirements, as appropriate. Please refer to Section III, Corrections and Additions, of this Final EIR for the revised text. At this time construction of new USTs is not proposed; however, appropriate operating permits would be obtained if applicable.

Relative to stormwater facilities, the project will not involve the construction, installation, modification or removal of treatment facilities. However, as stated in Section V.F, Hydrology, on page 398 of the Draft EIR, all drainage improvements in the project vicinity are subject to review and approval by LACDPW and the Public Works Department of either the City of Long Beach or the City of Lakewood, as appropriate. Please refer to Section III, Corrections and Additions, of this Final EIR for revisions to Mitigation Measures V.F-1 and V.F-2 to reflect LACDPW's jurisdiction over on-site drainage improvements.

Standard Urban Storm Water Mitigation Plan (SUSMP) requirements are addressed in Section V.G, Water Quality, on pages 408 through 429 of the Draft EIR. Project features to be implemented in accordance with the SUSMP requirements are detailed therein. Furthermore, Mitigation Measure V.G-3 ensures that a SUSMP(s) shall be developed and implemented during the operational life of the project in accordance with RWQCB requirements and local regulations.

On April 27, 2004, representatives from the proposed project met with LACDPW to review the hydrology study for the project. As a result of their review, LACDPW conceptually approved the approach presented in the hydrology study.[1] Please see

[1] *Written correspondence from Steve Burger of LACDPW to Joseph Recker of the City of Long Beach, September 2, 2004.*

Response to Comment No. 12-8 for further discussion with regard to stormwater drainage. As final engineering plans and specifications are submitted for review and approval by the City of Long Beach, the SUSMP will be prepared and submitted for review and approval in accordance with City permitting procedures. All on-site development projects will fall within the City of Long Beach's National Pollutant Discharge Elimination System Permit for storm water discharge upstream of the public storm drain system owned and maintained by LACDPW.

As discussed in Section V.M.2, Sewer, on pages 754 through 764 of the Draft EIR, food service uses located within the Lakewood portion of the project site will implement a proper grease control program. Mitigation Measure V.M.2-2 therein ensures implementation of this project feature and indicates LACDPW as the applicable enforcement agency. The Draft EIR text and associated Mitigation Measure have been revised to indicate that grease control will be implemented throughout the entire site, as appropriate, as specified in Section III, Corrections and Additions, of this Final EIR. As final architectural and engineering plans are submitted for review and approval, appropriate approvals will be obtained for food service establishments.

COMMENT 12-3

Table 77 on page 769 (Volume II) should be revised to reflect current information. Data is from 2001.

RESPONSE 12-3

Table 77 of the Draft EIR has been revised to reflect the approval of Puente Hills Landfill Use Permit as requested in the County Sanitation Districts of Los Angeles County comment letter. In addition, a footnote has been added to the table regarding the Puente Hills Materials Recovery Facility. The data regarding the distribution of waste to various disposal sites for the Cities of Long Beach and Lakewood is from 2001. This represented the most recent data available at the time of the preparation of the section. Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 12-4

The last paragraph on page 773 (Volume II) states that "Local agencies will be required to adopt C & D diversion ordinances with diversion rates by a specified timeframe in accordance with SB 1374. If such an ordinance is not adopted by the local agency, then the model ordinance adopted by the CIWMB will take effect." The document should be revised to reflect that jurisdictions are not mandated to adopt a C&D ordinance, or to adopt the CIWMB's model ordinance. The language referred to in the document was dropped from the final bill.

RESPONSE 12-4

As indicated in the comment, Section 42912 of the California Public Resources Code (SB 1374) does not require that local agencies adopt construction and demolition (C&D) diversion ordinances. Rather, the legislation requires that the California Integrated Waste Management Board (CIWMB) complete five items with regard to the diversion of C&D waste, one of which is to prepare a model ordinance. The other four items include: (1) consult with representatives of the League of California Cities, the California State Association of Counties, private and public waste services and building construction materials industry and construction management personnel during the development of the model ordinance; (2) compile a report on programs, other than the model ordinance, that local governments and general contractors can implement to increase the diversion of C&D debris; (3) post a report on the agency's web site for general contractors on methods by which contractors can increase diversion of C&D waste materials; and (4) post on the agency's web site a report for local governments with suggestions on programs, in addition to the model ordinance, to increase diversion of C&D waste materials. Therefore, the last two sentences in the last paragraph on page 773 have been deleted from the EIR. Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 12-5

The first paragraph on page 774 (Volume II) states that the size of storage areas (based on the California Solid Waste Reuse and Recycling Access Act of 1991) is to be based on ordinances adopted by each jurisdiction. If no such ordinances exist, the size shall be based on the model ordinance prepared by CIWMB. The Act actually states that "If by September 1, 1994, a local agency has not adopted an ordinance for collecting and loading recyclable materials in development projects, the model ordinance adopted pursuant to Section 42910 shall take effect on that date and shall be enforced by the local agency and have the same force and effect as if adopted by the local agency as an ordinance." The document should reflect this text.

If you have any questions, please contact Mr. Russell Bukoff at (626) 458-2186.

RESPONSE 12-5

In response to this comment, the regulatory framework discussion within Section V.M.3, Solid Waste has been revised to reflect the more specific language regarding ordinances that address storage areas for collection and removal of recyclable materials. Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 12-6

Flood Maintenance

The project site is in an area close to a storm drain and catch basins maintained by Public Works.

At this time, we have no comment, but once the plans and specifications have been prepared, we will be able to provide specific comments to the project.

If you have any questions, please contact Mr. Jerry Burke at (626) 458-4114.

RESPONSE 12-6

On April 27, 2004, representatives from the proposed project met with LACDPW to review the project's hydrology study and confirmed the following information. Those portions of the proposed on-site storm drainage system located within public rights-of-way and public utility easements will be owned and operated by LACDPW as a Municipal Transfer Drain (MTD). As presented in the proposed design contained in the hydrology study, the project will not exceed the maximum flow allowed into the County storm drain system.[2] Please see Response to Comment No. 12-8 for further discussion with regard to stormwater drainage. Final engineering plans and specifications will be submitted for review and approval by LACDPW following project approval.

COMMENT 12-7

Geotechnical and Materials Engineering

Review of the environmental document indicates that the proposed project will not have significant environmental effects from a geology and soils standpoint, provided the appropriate ordinances and codes are followed. Portions of the project are located within mapped potentially liquefiable areas, per the State of California Seismic Hazard Zone Map, Long Beach Quadrangle. However, a liquefaction analysis is not warranted at this time. Detailed liquefaction analyses, conforming to the requirements of the State of California Division of Mines and Geology Special Publication 117, must be conducted at the tentative map and/or grading/building plan stages.

If you have any questions, please contact Mr. Amir Alam at (626) 458-4972.

[2] *Written correspondence from Steve Burger of LACDPW to Joseph Recker of the City of Long Beach, September 2, 2004.*

RESPONSE 12-7

As indicated in Section V.D, Geology and Soils, on pages 338 and 339 of Draft EIR, a geotechnical study for each new building and any new infrastructure will evaluate seismic hazards, including the potential for liquefaction, to a level of detail sufficient to satisfy the California Department of Conservation, California Geological Survey, the California Building Code, and the UBC. The building- and site-specific geotechnical study will be completed and reviewed at the grading/building plan stages.

For development located in the City of Lakewood portion of the project site, the geotechnical study will be reviewed and approved by the County of Los Angeles as a contract City to the County. For development in the City of Long Beach, the geotechnical study will be reviewed and approved by the City of Long Beach.

COMMENT 12-8

Land Development

Hydrology and Standard Urban Storm Water Mitigation Plan (SUSMP) Review

The hydrology study/SUSMP report is included in the environmental document. To start reviewing the project, provide a hydrology plan checking fee of $1,875. Several County storm drain facilities in the area have a limited capacity and may be significantly impacted by the proposed development. Appropriate mitigation for drainage and SUSMP issues should be addressed in the report. Additional information and/or changes may be required as determined by review.

We recommend that the Draft Environmental Impact Report not be approved until our Department has reviewed and approved the hydrology study/SUSMP report. We also recommend that a copy of the hydrology study/SUSMP report, once approved, be included in the environmental document.

If you have any questions, please contact Mr. Timothy Chen at (626) 458-4949.

RESPONSE 12-8

The analyses presented in Appendix M, Drainage Master Plan Study, and Appendix N, Surface Water Quality Study, of the Draft EIR are conceptual in nature and represent planning level studies that address impacts to the downstream systems. On April 27, 2004, representatives from the proposed project met with LACDPW to review the project's hydrology study. Thereafter, the LACDPW conceptually approved the approach

presented in the project's hydrology study. The approval provides that a runoff flow of 237 cfs will enter the County storm drain facilities at Lakewood Boulevard. However, no water will overflow onto Lakewood Boulevard. The remainder of the project discharge will return to its pre-development drainage pattern on airport property at a lower flow rate than currently exists. As stated in Section V.F, Hydrology, and Appendix M of the Draft EIR, limitations on downstream drainage capacity will remain. As final engineering studies and specifications are prepared for specific development projects within the site and the associated public storm drain infrastructure, the hydrology study will be modified to address the final design. In addition, at final design a Standard Storm Water Mitigation Plan (SUSMP) will be prepared for review and approval by the appropriate agency in accordance with City permitting procedures.

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COMMENT 12-9

Transportation Planning

We reviewed the subject document and determined that the proposed project would not have any significant impacts on County of Los Angeles Highways.

If you have any questions, please contact Mr. Hubert Seto at (626) 458-4349.

RESPONSE 12-9

This comment acknowledges that the LADPW has reviewed the Draft EIR and concludes that the project will not have any significant impacts on Los Angeles County's highways. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 12-10

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

RESPONSE 12-10

Section V.F, Hydrology, and Appendix M, Drainage Master Plan Study, of the Draft EIR discuss proposed project features, such as the introduction of substantial green and open space areas, that will substantially reduce the amount of impervious area on-site and result in increased water absorption into the ground, thereby reducing storm water runoff into the storm drain system. The drainage analysis indicates that the project will reduce runoff by 159 cubic feet per second (cfs) relative to existing conditions for a 10-year storm event, 169 cfs for a 25-year storm event, and 166 cfs for a 50-year storm event, based on the LACDPW MORA model (refer to Table 23 on page 404 of the Draft EIR). These site runoff reductions will reduce flows to the storm drain system, and the proposed green and open space areas will serve to filter flows. Additionally, mitigation measures are provided in Section V.F, Hydrology, to address project impacts.

LETTER NO. 13

Los Angeles County Fire Department
David R. Leininger, Chief, Forestry Division
Prevention Bureau
1320 North Eastern Ave
Los Angeles, CA 90063-3294

COMMENT 13-1

The Draft Environmental Impact Report for the proposed PacifiCenter has been reviewed by the Planning Division, Land Development Unit, and the Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

The Draft EIR contains many of the inaccuracies and omissions we have commented upon in three recent letters, dated November 5th and December 3rd, 2003, and January 26th 2004. Since Appendix C contains only old letters from 2001-2002, we are enclosing copies of the three recent letters. Please review them for our suggested corrections to the problematic text noted below.

– "The need for additional fire protection ... services ... may be addressed through each City's annual budget process" (Page 73-4).

– "The allocation of project - generated revenue to a specific service cannot be guaranteed" (Page 624).

– Station 45 has "1 squad with two *persons*" (Table 54, page 613).

– "The District, funded through tax revenue allocations..." (Page 615).

– "The District ... provides ... services from fire stations strategically located within and around ... cooperating cities." (Page 615).

– "The LBFD and LACFD evaluate service impacts of new developments by assessing the net addition to building stock (new construction minus demolition)." (Page 618). "The PacifiCenter project will include the development of an estimated 360,000 square feet ... within the City of Lakewood." (Page 565.) *This figure does not include demolition, as we have noted in both old and recent correspondence.*

– "The LACFD has indicated that the proposed development within the City of Lakewood will not have an adverse effect on service levels." (Page 622). *This contradicts our statements in both old and recent correspondence.*

LAND DEVELOPMENT:

The Fire Prevention Division – Land Development Unit has no additional comments regarding this project. The conditions that were detailed in the letter dated August 20, 2001 (EIR #1186/2001) have not been changed at this time. See enclosed copy of letter. Should any questions arise regarding subdivision, water systems, or access, please contact Inspector Marvin Dorsey at (323) 890-4243.

FORESTRY DIVISION:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed.

If you have any additional questions, please contact this office at (323) 890-4330.

RESPONSE 13-1

The comments provided in the subject letter under the heading Planning Division, make general reference to the more detailed comments in the letters dated November 5 and December 3, 2003. Therefore, the detailed responses are provided below. In a follow up conversation with the Los Angeles County Fire Department (LACFD), LACFD indicated that in further review of the project file, that the last two bullets under the heading Planning Division are no longer an issue.[3] However, the LACFD indicated that the corrections requested in the first five bullets need to be made to this Final EIR. Please see Response to Comment Nos. 13-11, 13-5, 13-6 regarding the first and second bullets, third bullet, and fourth and fifth bullets, respectively. Also, please see Section III, Corrections and Additions, of this Final EIR. Responses to the comments under the headings Land Division and Forestry Division are provided below.

COMMENT 13-2

The Draft for the PacifiCenter Project has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

We have received an early draft of the Fire Protection Service section of the Environmental Impact Report (EIR) for this project. It requires extensive editing for clarity and consistency. The comments below are provided as a courtesy.

RESPONSE 13-2

This letter was based on an Administrative Screencheck of the Draft EIR prior to circulation of the EIR. Many of the revisions were incorporated into the document. In addition, information was provided to the LACFD in an attempt to resolve issues set forth in this letter. Please see responses below.

COMMENT 13-3

The discussion of automatic aid in the "Existing Conditions – Long Beach" section (Pages 4-5) states "...County Station 122 is the closest to the project site, and will have the first alarm assignment." This statement requires clarification on several counts. First, Table 53 shows that Long Beach Fire Station #19 is the closest to the project. Perhaps the intended reference is to the closest LACFD fire station. In addition, the term "first alarm

[3] *Personal communication, Danny Kolker, Los Angeles County Fire Department, June 18, 2004.*

assignment" has not been defined. Finally, the existing automatic aid agreement between the City of Long Beach and the LACFD specifies that Engine 122 shall respond to a first-alarm building fire in certain areas of the City, *not including the project site.*

RESPONSE 13-3

The discussion of automatic aid agreement under Existing Conditions – Long Beach simply states that "The LBFD has an Automatic Aid Agreement with Los Angeles and Orange Counties, which provides a larger resource base available for response to emergency calls. The LBFD is also a part of the State OES Mutual Aid System." The paragraph was revised in the Draft EIR in response to this comment to remove reference to Station 122. Table 54 of the Draft EIR provides distances from fire stations to the site and correctly indicates that Station 19 is the closest station.

COMMENT 13-4

The City of Signal Hill, which has been receiving its emergency response service from the Long Beach Fire Department, has elected to receive its service from the LACFD in the future. Therefore, LACFD Fire Station 60 will be placed in service November 6, 2003. It is located at 2300 East 27th Street, Signal Hill, Ca. 90806. The station will house a paramedic engine, which is a fire engine company with full paramedic capabilities. It will be staffed by four firefighters, including two firefighter paramedics. The transfer of responsibility for Signal Hill will likely require that the current automatic aid agreement between the City of Long Beach and the LACFD be modified. Such agreements are voluntary and reciprocal in nature. They are intended to be mutually beneficial to both parties.

RESPONSE 13-4

This information was incorporated into the Draft EIR. Please see the text on page 615 that describes the LACFD stations, including Fire Station 60, that provide service in the project vicinity as well as Table 54 and Figure 59. With regard to the automatic aid agreement between the City of Long Beach and the LACFD, the comment indicates that it will likely require that the agreement be modified. However, it is unknown as to what modifications might be made to the agreement. In addition, the comment does not indicate that this would in any way affect the provision of fire protection services.

COMMENT 13-5

In Table 53, the personnel assigned to all LACFD units are described as "firefighters," except for the personnel assigned to Squad 45, who are described only as "persons." For

clarification, LACFD paramedic squads are staffed with two fire fighter paramedics, who are firefighters with full paramedic accreditation.

RESPONSE 13-5

This comment refers to Table 54 as indicated in the letter dated May 28, 2004. The reference to the staffing of the squad was erroneously stated as "persons" and has been revised to "firefighter paramedics." Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 13-6

The discussion in the "Existing Conditions – Lakewood" section (Page 5) makes a passing reference to the District's revenue sources: "The District, funded through tax revenue allocations..." As every public agency is funded by allocation of tax revenues of some kind, this reference is too vague. Greater specificity is needed if the District's funding mechanisms are relevant to the project. The District is funded through allocations of *ad valorem* property taxes, a voter-approved special tax, and contractual fees paid by some of the cities served. The statement that the District's stations are "strategically located within and around the geographical area of cooperating cities" is unclear and possibly misleading. The term "cooperating cities" has not been defined. Presumably, the reference is to cities served by the District. The statement may be misleading insofar as it implies that our service is focused on the cities rather than the unincorporated areas. The latter make up roughly half of our territory. It would be more accurate to say that LACFD fire stations are located strategically throughout the District's service area.

RESPONSE 13-6

The last sentence in this first paragraph under Existing Conditions – Lakewood has been revised to clarify the funding sources of the District and the location of the fire stations within the District's service area. Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 13-7

The discussion of response times in Station 122's jurisdictional area (Page 6) states that the figure given is the average for the "first-arriving unit dispatched from Station's 122's area, regardless of where it was dispatched from." As we have stated and clarified in previous correspondence on this project, the average figure is for "all incidents occurring within Station 122's jurisdictional area, regardless of where the unit was dispatched from," including units dispatched from Station 122, other LACFD stations, and the field.

RESPONSE 13-7

This paragraph was revised in the Draft EIR prior to circulation of the document. The language included in the Draft EIR is from the LACFD letter dated December 3, 2003. Please see Response to Comment No. 13-28 and page 615 of the Draft EIR.

COMMENT 13-8

Pages 11 and 12 were omitted from the document we received. We therefore cannot comment on their content as it may pertain to the LACFD.

RESPONSE 13-8

A copy of the section from the Administrative Screencheck Draft EIR was provided to the LACFD by the Lead Agency. Pages 11 and 12, which are referred to in the comment, were faxed to the LACFD in order for the LACFD to have a complete copy of the section. The letter dated December 3, 2003, provides a follow up letter to this letter dated November 5, 2003.

COMMENT 13-9

The first sentence in the discussion of the project's impact in the City of Lakewood (Page 13) should be clarified. LACFD will continue to provide fire protection and emergency medical services to the area of the Project in the City of Lakewood. The statement "unless specifically granted to LBFD" should be deleted. The next sentence indicates that the project will increase the residential population of Lakewood. The project description was not included in the document we received. However, previous documents on this project described it as being industrial and did not mention a residential component.

RESPONSE 13-9

The first sentence in the discussion of the project's impact in the City of Lakewood was revised as indicated in this comment. Please see page 622 of the Draft EIR. The second sentence was clarified to indicate that the increase in population will be from daytime employment that will occur on the portion of the site within the City of Lakewood. This increase in employment in the City of Lakewood will result in an indirect increase in the residential population in the LACFD service area.

COMMENT 13-10

The most recent Notice of Preparation we received, in late 2002, did not provide sufficient detail on the proposed construction and demolition in the city of Lakewood. We therefore responded that we could not comment on the impact it would have on the District. In light of this, the conclusion on Page 13 that the project would not have a significant impact on

the District is premature and misrepresents our response to the Notice of Preparation, which is a matter of public record.

Due to the fact that only limited information is available on this project at the present time, we are not able to respond completely as to how this project will affect our Department. We would like to reserve the right to respond further at a future date when more specific information is available.

RESPONSE 13-10

The NOP contained a description of the project which indicates that 22 acres of the site are located within the City of Lakewood. However, information regarding the project was provided to the LACFD in April 2003, during preparation of the Draft EIR. The five-page fax, which provided data to be verified and an additional data request, indicated that 360,000 square feet of commercial floor area was proposed in the City of Lakewood. PCR contacted LACFD by phone to discuss Comment Nos. 13-8 and 13-10 and other comments in this letter.[4] As a result of this conversation, PCR sent a 23-page fax to LACFD, which contained the missing pages referred to in Comment No. 13-8 and the November 2001 letter in which the District indicated that fire protection serving the area is adequate to accommodate the proposed 360,000 square feet of development, as well as the information previously provided to the LACFD in April 2003. Furthermore, as discussed in Response to Comment No. 13-1, LACFD indicated during the conversation that in further review of the project file, that the project's impacts on the Division are no longer an issue.

COMMENT 13-11

The Cumulative Impacts Section (Pages 14-15), states: "The need for additional fire protection and emergency medical services associated with cumulative growth may be addressed through each City's annual budgeting process and capital improvement programs, should the City of ...Lakewood determine that service improvements are necessary." It is the District that determines the need for additional resources and budgets for them, although member cities, such as Lakewood, may contribute to the capital costs directly, through their Community Redevelopment Agency, or by enacting a developer fee ordinance.

[4] *Ibid.*

RESPONSE 13-11

The discussion regarding funding sources for the LACFD in the Cumulative Impact discussion has been revised to incorporate the information provided in this comment. Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 13-12

LAND DEVELOPMENT UNIT:

The Fire Prevention Division, Land Development Unit has no additional comments regarding this project. The conditions that were detailed in the letter dated August 20, 2001 (EIR #1186-2001) have not been changed at this time (please see enclosed copy of letter). Should any questions arise regarding subdivision, water systems, or access please contact Inspector Marvin Dorsey at (323) 890-4243.

RESPONSE 13-12

This comment indicates that there are no changes in the comments from the Land Development Unit from those comments provided in the August 20, 2001, letter. See the General Requirements under Comment No. 13-22 in the August 20, 2001, letter.

COMMENT 13-13

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance.

RESPONSE 13-13

This comment does not provide a specific comment on the Draft EIR, but rather indicates the responsibilities of the Forestry Division. No further response is necessary.

COMMENT 13-14

Due to the limited amount of information included in your request, we are unable to respond to specific potential impacts.

If you have any additional questions, please contact this office at (323) 890-4330.

RESPONSE 13-14

It is unclear as to what is intended by "Due to the limited amount of information included in your request." As this does not provide a specific comment on the Draft EIR, no further response is necessary.

COMMENT 13-15

The additional information for the Draft Environmental Impact Report for the Pacificenter [*sic*] Project has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

We have received another draft of the Fire Protection Service section of the EIR for this project. Several of the corrections and clarifications we provided in response to earlier drafts have not been incorporated into the current draft. We, therefore, disagree with some of the language used in this document. Please review thoroughly our letters of November 5th and December 3rd, 2003.

RESPONSE 13-15

This comment refers to the letters dated November 5 and December 3, 2003, which are included as attachments to the May 28, 2004, comment letter. Therefore, individual responses are provided to each of the comments.

COMMENT 13-16

LAND DEVELOPMENT UNIT:

The Fire Prevention Division – Land Development Unit has no additional comments regarding this project. The conditions that were detailed in the letter dated August 20, 2001 (EIR #1136/2001) have not been changed at this time (see enclosed copy of letter). Should any questions arise regarding subdivision, water systems, or access, please contact Inspector Marvin Dorsey at (323) 890-4243.

RESPONSE 13-16

This comment is similar to Comment No. 13-12. Please see Response to Comment Nos. 13-12 and 13-22.

COMMENT 13-17

FORESTRY DIVISION:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. The areas germane to the statutory responsibilities have been addressed.

If you have any additional questions, please contact this office at (323) 890-4330.

RESPONSE 13-17

This comment indicates the responsibilities of the Forestry Division of the LACFD. The comment also indicates that the areas over which this division has responsibility have been addressed.

COMMENT 13-18

The "Request for Information letter" for the proposed PacifiCenter at Long Beach project has been reviewed by the Planning, Land Development, and Forestry Divisions of the County of Los Angeles Fire Department. The following are their comments:

PLANNING SECTION:

The Los Angeles County Fire Department serves the unincorporated areas and 56 cities, including Lakewood, through 150 fire stations. For information on the resources closest to this project, please refer to our letter to the City of Long Beach ("the City") in response to the Notice of Preparation (enclosed).

RESPONSE 13-18

The August 20, 2001, letter was provided in response to a request for information letter. The comment provides information regarding the service of the LACFD and is not a comment on the Draft EIR. Therefore, no response is necessary.

COMMENT 13-19

Pursuant to an automatic aid agreement between the County and the City, the City dispatches one engine to a structure fire or emergency medical incident and one paramedic squad to an emergency medical incident in the project area.

RESPONSE 13-19

The comment provides information regarding the City of Long Beach Fire Department response. This is not a comment on the Draft EIR; therefore, no response is necessary.

COMMENT 13-20

Incident information cannot be provided for a full year as our current computer system was implemented in late 2000. However, for the period 10/01/2000 to 6/30/2001, there were a total of 355 emergency incidents in Fire Station 122's jurisdictional area, comprising 11 fires, 272 medical emergencies, and 52 other incidents. The average response time for the first-arriving unit was 4 minutes 22 seconds.

RESPONSE 13-20

The comment provides incident information from 2000/2001, which was later updated for the Draft EIR. This is not a comment on the Draft EIR; therefore, no response is necessary.

COMMENT 13-21

As indicated in our letter to the City, service impacts of new development are evaluated by the net addition to the building stock (new construction minus demolition) as well as the adequacy of response times.

RESPONSE 13-21

The comment indicates how the LACFD determines service impacts from new development. This is not a comment on the Draft EIR; therefore, no response is necessary.

COMMENT 13-22

LAND DEVELOPMENT UNIT:

The County of Los Angeles Fire Department will be working closely with the City of Long Beach Fire Department to set conditions concerning this project. This project is located predominately in the City of Long Beach with a small portion within the City of Lakewood. Therefore the City of Long Beach Fire Department has primary jurisdiction concerning this project and will be setting most of the conditions. The County of Los Angeles Fire Department has jurisdiction concerning that portion within the City of Lakewood and will be setting conditions for that portion of the project.

The following comments are the general requirements for construction within the County of Los Angeles Fire Department's jurisdiction; additional conditions may be imposed at a later date. The specific requirements will be determined during the subdivision and building plan check phases.

GENERAL REQUIREMENTS:

The projected use of the proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues. The Department may condition future development to provide additional means of access.

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and hydrants. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during, this time.

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

When a bridge is required, to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.

The maximum allowable grade shall not exceed 15% except where the topography makes it impractical to keep within such grade, and then an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topography difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in 10 feet.

When involved with a subdivision, Fire Department requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage.

Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

COMMERCIAL OR INDUSTRIAL:

Development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

3. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.

4. Additional hydrants will be required if hydrant spacing exceeds specified distances.

5. A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.

6. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

Turning radii shall not be less than 42 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway driveways to be within 150 feet of all portions of the exterior walls of the first story of any building. Driveway width for commercial or industrial developments shall be increased when any of the following conditions will exist:

1. Provide 28 feet in width, when a building has three or more stories, or is more than 35 feet in height, above access level. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to, and within 30 feet of the exterior wall on one side of the proposed structure.

2. Provide 34 feet in width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.

3. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway.

4. "Fire Lanes" are any ingress/egress, roadway/driveway with paving less than 34 feet in width, and will be clear-to-sky. All "Fire Lanes" will be depicted on the final map.

5. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

LIMITED ACCESS DEVICES (GATES ETC.):

l. Any single gate used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.

2. Any gate used for a single direction of travel, used in conjunction with another gate, used for travel in the opposite direction, (split gates) shall have a minimum width of 20 feet each, clear-to-sky.

3. Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of way to the intercom control device.

4. All limited access devices shall be of a type approved by the Fire Department.

5. Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed dates.

TRAFFIC CALMING MEASURES:

All proposals for traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation.

Should any questions arise regarding design and construction, and/or water and access, please contact Inspector Mike McHargue at (323) 890-4243 (E-mail: mmchargu@fire.co.la.ca.us).

RESPONSE 13-22

The comment provides the general requirements of the LACFD for new development within the City of Lakewood. As indicated in the comment, specific requirements will be determined during the subdivision and building plan check phases. This is not a comment on the Draft EIR; therefore, no response is necessary.

COMMENT 13-23

FORESTRY DIVISION:

The statutory responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

If you have any additional questions, please contact this office at (323) 890-4330.

RESPONSE 13-23

Similar to Comment Nos. 13-12 and 13-17, this comment indicates the responsibilities of the Forestry Division. This comment is superseded by Comment No. 13-17, which indicates that the areas of responsibility have been addressed.

COMMENT 13-24

PROPOSED PACIFICENTER AT LONG BEACH PROJECT, 260-ACRE SITE (LONG BEACH/LAKEWOOD) "REQUEST FOR INFORMATION" (EIR #1186/2001)

The "Request for Information letter" for the proposed PacifiCenter at Long Beach project has been reviewed by the Planning, Land Development, and Forestry Divisions of the County of Los Angeles Fire Department. The following are their comments:

PLANNING SECTION:

The Los Angeles County Fire Department serves the unincorporated areas and 56 cities, including Lakewood, through 150 fire stations. For information on the resources closest to

this project, please refer to our letter to the City of Long Beach ("the City") in response to the Notice of Preparation (enclosed).

Pursuant to an automatic aid agreement between the County and the City, the City dispatches one engine to a structure fire or emergency medical incident and one paramedic squad to an emergency medical incident in the project area.

Incident information cannot be provided for a full year as our current computer system was implemented in late 2000. However, for the period 10/01/2000 to 6/30/2001, there were a total of 355 emergency incidents in Fire Station 122's jurisdictional area, comprising 11 fires, 272 medical emergencies, and 52 other incidents. The average response time for the first-arriving unit was 4 minutes 22 seconds.

As indicated in our letter to the City, service impacts of new development are evaluated by the net addition to the building stock (new construction minus demolition) as well as the adequacy of response times.

LAND DEVELOPMENT UNIT:

The County of Los Angeles Fire Department will be working closely with the City of Long Beach Fire Department to set conditions concerning this project. This project is located predominately in the City of Long Beach with a small portion within the City of Lakewood. Therefore the City of Long Beach Fire Department has primary jurisdiction concerning this project and will be setting most of the conditions. The County of Los Angeles Fire Department has jurisdiction concerning that portion within the City of Lakewood and will be setting conditions for that portion of the project.

The following comments are the general requirements for construction within the County of Los Angeles Fire Department's jurisdiction; additional conditions may be imposed at a later date. The specific requirements will be determined during the subdivision and building plan check phases.

GENERAL REOLIREMENTS:

The projected use of the proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues. The Department may condition future development to provide additional means of access.

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and hydrants. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

When a bridge is required, to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.

The maximum allowable grade shall not exceed 15% except where the topography makes it impractical to keep within such grade, and then an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topography difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in 10 feet.

When involved with a subdivision, Fire Department requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage.

Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

COMMERCIAL OR INDUSTRIAL:

Development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

3. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.

4. Additional hydrants will be required if hydrant spacing exceeds specified distances.

5. A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.

6. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

Turning radii shall not be less than 42 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. Driveway width for commercial or industrial developments shall be increased when any of the following conditions will exist:

1. Provide 28 feet in width, when a building has three or more stories, or is more than 35 feet in height, above access level. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to, and within 30 feet of the exterior wall on one side of the proposed structure.

2. Provide 34 feet in width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.

3. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway.

4. "Fire Lanes" are any ingress/egress, roadway/driveway with paving less than 34 feet in width, and will be clear-to-sky. All "Fire Lanes" will be depicted on the final map.

5. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

LIMITED ACCESS DEVICES (GATES ETC.):

1. Any single gate used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.

2. Any gate used for a single direction of travel, used in conjunction with another gate, used for travel in the opposite direction, (split gates) shall have a minimum width of 20 feet each, clear-to-sky.

3. Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.

4. All limited access devices shall be of a type approved by the Fire Department.

5. Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.

TRAFFIC CALMING MEASURES:

All proposals for traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation.

Should any questions arise regarding design and construction, and/or water and access, please contact Inspector Mike McHargue at (323) 890-4243 (E-mail: mmchargu@ fire.co.la.ca.us).

FORESTRY DIVISION:

The statutory responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

If you have any additional questions, please contact this office at (323) 890-4330.

RESPONSE 13-24

This is a duplicate of a previous letter. Thus, please see Response to Comment Nos. 13-18 through 13-23 for responses to this letter.

COMMENT 13-25

The Notice of Preparation for the PacifiCenter @ Long Beach has been reviewed by the Planning, Land Development, and Forestry Divisions of the County of Los Angeles Fire Department. The following are their comments:

FIRE PROTECTION RIND EMERGENCY MEDICAL SERVICE AVAILABILITY:

The Lakewood portion of the subject property will receive fire protection and paramedic service from the County of Los Angeles Fire Department. Fire Station 122, located at 2600 Greenmeadow Rd., Lakewood, CA 907I2-3906, is the jurisdictional engine company for this property.

The following table lists the closest County of Los Angeles Fire Department resources to the Lakewood portion of the site. It shows their distance, approximate response time, and staffing

EQUIPMENT	DISTANCE/MILES	TIME/MINUTES	STAFFING
Engine 122	0.8	4.0	3
Engine 45	2.3	9.1	3
Truck 45	2.3	9.1	4
Squad 45	2.3	9.1	2

RESPONSE 13-25

This letter was in response to the 2001 Notice of Preparation (NOP). This comment provides information regarding the LACFD provision of service to the project site. As this is not a comment on the Draft EIR, no response is necessary.

COMMENT 13-26

Fire protection serving the area appears to be adequate for the existing development/land use; however, each additional development creates greater demands on existing resources. Consequently, the impact that this project will have on the adequacy of the Fire Department's level of service remains uncertain.

The Environmental Impact Report (EIR) should specify the square footage of existing structures slated for demolition, to allow calculation of net new development.

RESPONSE 13-26

This comment indicates that fire protection in the area appears to be adequate but that specific information regarding the development of the portion of the site within the City of Lakewood should be provided in the EIR. The information regarding proposed development within the City of Lakewood is contained in Section II, Project Description, of the Draft EIR. As stated on pages 108 through 110, an estimated 4,651,234 square feet of existing development within the City of Long Beach is being removed in accordance with an order by the Los Angeles Regional Water Quality Control Board. No demolition activities will occur within the City of Lakewood as there are no existing structures in the Lakewood portion of the project site.

COMMENT 13-27

LAND DEVELOPMENT UNIT:

The County of Los Angeles Fire Department will be working closely with the City of Long Beach Fire Department to set conditions concerning this project. This project is located predominately in the City of Long Beach with a small portion within the City of Lakewood. Therefore, the City of Long Beach Fire Department has primary jurisdiction concerning this project and will be setting most of the conditions. The County of Los Angeles Fire Department has jurisdiction concerning that portion of the project, located within the City of Lakewood.

The following comments are the general requirements for construction within the County of Los Angeles Fire Departments jurisdiction. Additional conditions may be imposed at a later date. The specific requirements will be determined during cite subdivision and building plan check phases.

GENERAL REQUIREMENTS:

The projected use of the proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues. The Department may condition future development to provide additional means of access due to the number of units and street widths in the existing development. The development of this project must comply with all applicable code and ordinance requirements for construction access, water mains, fire flows and hydrants. Specific fire and life safety requirements for the

construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

When a bridge is required, to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.

When involved with a subdivision. Fire Department requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage.

Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

INSTITUTIONAL, COMMERCIAL OR INDUSTRIAL:

Development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

3. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block. Additional hydrants will be required if hydrant spacing exceeds specified distances.

4. A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.

5. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

Turning radii shall not be less than 42 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of ail cul-de-sacs. All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. Driveway width for Commercial or industrial developments shall be increased when any of the following conditions will exist:

1. Provide 28 feet in width, when a building has three or more stories, or is more than 35 feet in height, above access level. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to, and within 30 feet of the exterior wall on one side of the proposed structure.

2. Provide 34 feet in width, when parallel parking is allowed an one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.

3. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway.

4. All “Fire Lanes” will be depicted on the final map, and will be designated with the appropriate signage. “Fire Lanes” are any ingress/egress, roadway/driveway with paving less than 34 feet in width, and will be clear-to-sky.

HIGH DENSITY RESIDENTIAL:

Development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration.

Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.

3. When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block. Additional hydrants will be required if the hydrant spacing exceeds specified distances.

Turning radii shall not be less than 42 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. When serving land zoned for residential uses having a density of more than four units per net acre:

1. A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.

2. The length of the cul-de-sac may be increased to 1000 feet if a minimum of 36 feet in width is provided.

3. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The 26-foot width does not allow for parking, and shall be designated as a "Fire Lane," and have appropriate signage. The 26 feet in width shall be increased to:

1. Provide 34 feet in width when parallel parking is allowed on one side of the access way.

2. Provide 36 feet in width when parallel parking is allowed on both sides of the access way.

3. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans. Driveway labeling is necessary to ensure access for Fire Department use.

SINGLE-FAMILY DWELLING UNITS:

Single family detached homes shall require a fire flow of 1,250 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration. Fire hydrant spacing shall be 600 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 450 feet via vehicular access from a public fire hydrant.

2. When cul-de-sac depth exceeds 450 feet on a residential street, hydrants shall be required at the corner and mid-block. Additional hydrants will be required if hydrant spacing exceeds specified distances.

Fire Department access shall be provided up to 150 feet of all portions of the exterior walls of the first story of any single unit. If exceeding 150 feet provide 20 foot, paved width "Private Driveway/Fire Lane" to within 150 feet of all portions of exterior walls of the until.

A Fire Department approved turning area shall be provided for all Driveways exceeding 150 feet in length and at the end of all cul-de-sacs. Streets or driveways within the development shall be provided with the following:

1. Provide 36 feet in width on all collector streets and those streets where parking is allowed on both sides.

2. Provide 34 feet in width on cul-de-sacs up to 700 feet in length. This allows parking on both sides of the street.

3. Provide 36 feet in width on cul-de-sacs from 701 to 1,000 feet in length. This allows parking on both sides of the street.

4. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road.

5. A Fire Department approved turning area shall be provided, at the end of a driveway of 300 feet of more in length.

LIMITED ACCESS DEVICES (GATES ETC.):

1. Any single gate used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.

2. Any gate used for a single direction of travel, used in conjunction with another gate, used for travel in the opposite direction, (split gates) shall have a minimum width of 20 feet each, clear-to-sky.

3. Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right of way to the intercom control device.

4. All limited access devices shall be of a type approved by the Fire Department.

5. Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.

RESPONSE 13-27

This comment provides the general requirements, similar to those provided in the August 20, 2001, letter (see Comment No. 13-22). As indicated in the comment, specific requirements will be determined during the subdivision and building plan check phases. This is not a comment on the Draft EIR; therefore, no response is necessary.

COMMENT 13-28

The additional information for the Draft Environmental Impact Report for the PacifiCenter Project has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

We are in receipt of your 11/19/03, fax to the Planning Division. We have the following comments on these materials.

The fire station equipment, staffing, and response times have not changed since this information was provided in the past. There has been no change in mutual aid agreements or Department standards affecting this project.

RESPONSE 13-28

This letter was provided in response to a review of the Administrative Screencheck Draft EIR. This comment indicates that fire station equipment, staffing, and response

times have not changed since the information was provided. In addition, there was no change in mutual aid agreement or Department standards affecting the project.

COMMENT 13-29

During the year 2002, there were 403 emergency incidents in Station 122's jurisdictional (first-due) area. These consisted of 15 tires, 328 medical emergencies, 23 false alarms, and 37 miscellaneous others. The average response time for the first-arriving unit was 4 minutes and 14 seconds.

RESPONSE 13-29

This comment provides annual incident information and response times, which were provided in the Draft EIR.

COMMENT 13-30

The Fire Department is interested in the net square footage of building space to be added by new development. You indicated that there would be approximately 360,000 square feet of commercial/industrial space in the Lakewood portion of the project. As this project involves massive demolition, we would like to know if this figure represents the net addition to building floor area. The same holds for the figures appearing in Table 1.

RESPONSE 13-30

This comment indicates that 360,000 square feet of development is proposed within the LACFD jurisdiction. The comment requests clarification regarding net development. The net development is 360,000 square feet as there are no structures currently located on the 23 acres within the City of Lakewood.

COMMENT 13-31

The following comment pertains to Section H, "Land Use and Planning" of Chapter V, "Environmental Impact Analysis."

It is difficult for the LACFD to analyze this document because facts and figures are given for the project as a whole. All information should be city-specific, as the two cities involved have separate service providers. For example, the Cumulative Impacts Section states "in addition, two retail projects are proposed to the west of the site" (Page 50), but fails to identify the city in which they are located.

RESPONSE 13-31

The Draft EIR contains an analysis of the potential impacts by jurisdiction where appropriate. The existing conditions information is provided on a regional level and a local level, providing such information by jurisdiction as necessary. For example, Section V.K.1, Police Protection; V.K.2, Fire Protection; V.K.4, Recreation; and V.K.5, Libraries, each provides a discussion of the services and the potential impacts on these services within the City of Long Beach and the City of Lakewood. The discussions are clearly identified through the use of subheadings.

COMMENT 13-32

FISCAL IMPACT:

The Land Use and Planning Section states, on Page 1, that the Lakewood portion of the project is located within a community redevelopment project area. Tax increment financing of the proposed project will place a financial burden on the Consolidated Fire Protection District of Los Angeles County. Any financial loss will impede the District's ability to provide adequate fire protection and emergency medical services to the area.

RESPONSE 13-32

As indicated in Section V.H, Land Use and Planning, of the Draft EIR, the portion of the site within the City of Lakewood is located within a redevelopment area. Section V.K.2, Fire Protection, of the Draft EIR addresses the potential fiscal impact in the Cumulative Impacts discussion. As indicated therein, the cumulative development could impact the provision of services by the LACFD. Because fees cannot be guaranteed or allocated to a particular service, the Draft EIR concludes that the project could contribute to a significant cumulative impact with regard to the provision of fire protection services.

COMMENT 13-33

LAND DEVELOPMENT UNIT:

The Fire Prevention Division, Land Development Unit has no additional comments regarding this project. The conditions that were detailed in the letter dated August 20, 2001 (EIR #1186-2001) have not been changed at this time (see enclosed copy of letter). Should any questions arise regarding subdivision, water systems, or access please contact Inspector Marvin Dorsey at (323) 890-4243.

FORESTRY DIVISION:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. The areas germane to the statutory responsibilities have bees addressed.

If you have any additional questions, please contact this office at (323) 890-4330.

RESPONSE 13-33

These comments are from the Land Development Unit and the Forestry Division. The Land Development Unit refers to the August 20, 2001, letter, which provides the LACFD general requirements. The Forestry Division indicates the areas of responsibility and states that these areas have been addressed.

COMMENT 13-34

PROPOSED PACIFICENTER AT LONG BEACH PROJECT, 260-ACRE SITE (LONG BEACH/LAKEWOOD) "REQUEST FOR INFORMATION" (EIR #118612001)

The "Request for Information letter" for the proposed PacifiCenter at Long Beach project has been reviewed by the Planning, Land Development, and Forestry Divisions of the County of Los Angeles Fire Department. The following are their comments:

PLANNING SECTION:

The Los Angeles County Fire Department serves the unincorporated areas and 56 cities, including Lakewood, through 150 fire stations. For information on the resources closest to this project, please refer to our letter to the City of Long Beach ("the City") in response to the Notice of Preparation (enclosed).

Pursuant to an automatic aid agreement between the County and the City, the City dispatches one engine to a structure fire or emergency medical incident and one paramedic squad to an emergency medical incident in the project area.

Incident information cannot be provided for a full year as our current computer system was implemented in late 2000. However, for the period 10/01/2000 to 6/30/2001, there were a total of 355 emergency incidents in Fire Station 122's jurisdictional area, comprising 11 fires, 272 medical emergencies, and 52 other incidents. The average response time for the first-arriving unit was 4 minutes 22 seconds.

As indicated in our lever to the City, service impacts of new development are evaluated by the net addition to the building stock (new construction minus demolition) as well as the adequacy of response times.

LAND DEVELOPMENT UNIT:

The County of Los Angeles Fire Department will be working closely with the City of Long Beach Fire Department to set conditions concern ins this project. This project is located predominately in the City of Long Beach with a small portion within the City of Lakewood. Therefore the City of Long Beach Fire Department has primary jurisdiction concerning this project and will be setting most of the conditions. The County of Los Angeles Fire Department has jurisdiction concerning that portion within the City of Lakewood and will be setting conditions for that portion of the project.

The following comments are the general requirements for construction within the County of Los Angeles Fire Department's jurisdiction; additional conditions may be imposed at a later date. The specific requirements will be determined during the subdivision and building plan check phases.

GENERAL REQUIREMENTS:

The projected use of the proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues. The Department may condition future development to provide additional means of access.

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and hydrants. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

When a bridge is required, to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.

The maximum allowable grade shall not exceed 15% except where the topography makes it impractical to keep within such grade, and then an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topography difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in 10 feet.

When involved with, a subdivision, Fire Department requirements for access, fire flows and hydrants are addressed during the subdivision. tentative map stage.

Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

COMMERCIAL OR INDUSTRIAL:

Development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

3. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.

4. Additional hydrants will be required if hydrant spacing exceeds specified distances.

5. A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.

6. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

Turning radii shall not be less than 42 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the' end of all cul-de-sacs. All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. Driveway width for commercial or industrial developments shall be increased when any of the following conditions will exist:

1. Provide 28 feet in width, when a building has three or more stories, or is more than 35 feet in height, above access level. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to, and within 30 feet of the exterior wall on one side of the proposed structure.

2. Provide 34 feet in width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.

3. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway.

4. "Fire Lanes" are any ingress/egress, roadway/driveway with paving less than 34 feet in width, and will be clear-to-sky. All "Fire Lanes" will be depicted on the final map.

5. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

LIMITED ACCESS DEVICES (GATES ETC.):

1. Any single gate used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.

2. Any gate used for a single direction of travel, used in conjunction with another gate, used for travel in the opposite direction, (split gates) shall have a minimum width of 20 feet each, clear-to-sky.

3. Gates and/or control devices shall be positioned a minimum of JO feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of

turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.

4. All limited access devices shall be of a type approved by the Fire Department.

5. Gate plans shall be submitted to the Fire Department prior to installation. These plans shall show all locations, widths and details of the proposed gates.

TRAFFIC CALMING MEASURES:

All proposals for traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation.

Should any questions arise regarding design and construction, and/or water and access, please contact Inspector Mike McHargue at (323) 890-4243 (E-mail: mmchargue@ fire.co.la.ca.us).

FORESTRY DIVISION:

The statutory responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

If you have any additional questions, please contact this office at (323) 890-4330.

ENVIRONMENTAL IMPACT REPORT – NOTICE OF PREPARATION – DRAFT PACIFICENTER @ LONG BEACH, 260-ACRE SITE, MIXED USES, "LONG BEACH/LAKEWOOD" – (EIR #1141/2001)

The Notice of Preparation for the PacifiCenter @ Long Beach has been reviewed by the Planning, Land Development, and Forestry Divisions of the County of Los Angeles Fire Department. The following are their comments:

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE AVAILABILITY:

The Lakewood portion of the subject property will receive fire protection and paramedic service from the County of Los Angeles Fire Department. Fire Station 122, located at 2600 Greenmeadow Rd., Lakewood, CA 907I2-3906, is the jurisdictional engine company for this property.

The following table lists the closest County of Los Angeles Fire Department resources to the Lakewood portion of the site. It shows their distance, approximate response time, and staffing

EQUIPMENT	DISTANCE/MILES	TIME/MINUTES	STAFFING
Engine 122	0.8	4.0	3
Engine 45	2.3	9.1	3
Truck 45	2.3	9.1	4
Squad 45	2.3	9.1	2

Fire protection serving the area appears to be adequate for the existing development/land use; however, each additional development creates greater demands on existing resources. Consequently, the impact that this project will have on the adequacy of the Fire Department's level of service remains uncertain.

The Environmental Impact Report (EIR) should specify the square footage of existing structures slated for demolition, to allow calculation of net new development.

LAND DEVELOPMENT UNIT:

The County of Los Angeles Fire Department will be working closely with the City of Long Beach Fire Department to set conditions concerning this project. This project is located predominately in the City of Long Beach with a small portion within the City of Lakewood. Therefore, the City of Long Beach Fire Department has primary jurisdiction concerning this project and will be setting most of the conditions. The County of Los Angeles Fire Department has jurisdiction concerning that portion of the project, located within the City of Lakewood.

The following comments are the general requirements for construction within the County of Los Angeles Fire Departments jurisdiction. Additional conditions may be imposed at a later date. The specific requirements will be determined during the subdivision and building plan check phases.

GENERAL REQUIREMENTS:

The projected use of the proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues. The Department may condition future development to provide additional means of access due to the number of units and street widths in the existing development. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and hydrants. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all weather surface of not less than the prescribed width, unobstructed, clear -to-sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

When a bridge is required, to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.

When involved with a subdivision. Fire Department requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage.

Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

INSTITUTIONAL, COMMERCIAL OR INDUSTRIAL:

Development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

2. No portion of a building shall exceed 400 feet via vehicular access from a property spaced public fire hydrant.

3. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block. Additional hydrants will be required if hydrant spacing exceeds specified distances.

4. A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.

5. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

Turning radii shall not be less than 42 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. Driveway width for Commercial or industrial developments shall be increased when any of the following conditions will exist:

1. Provide 28 feet in width, when a building has three or more stories, or is more than 35 feet in height, above access level. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to, and within 30 feet of the exterior wall on one side of the proposed structure.

2. Provide 34 feet in width, when parallel parking is allowed an one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.

3. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway.

4. All “Fire Lanes” will be depicted an the final map, and will be designated with the appropriate signage. “Fire Lanes” are any ingress/egress, roadway/driveway with paving less than 34 feet in width, and will be clear-to-sky.

HIGH DENSITY RESIDENTIAL:

Development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration.

Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

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1. A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.

2. The length of the cul-de-sac may be increased to 1000 feet if a minimum of 36 feet in width is provided.

3. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The 26-foot width does not allow for parking, and shall be designated as a "Fire Lane," and have appropriate signage. The 26 feet in width shall be increased to:

1. Provide 34 feet in width when parallel parking is allowed on one side of the access way.

2. Provide 36 feet in width when parallel parking is allowed on both sides of the access way.

3. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans. Driveway labeling is necessary to ensure access for Fire Department use.

SINGLE-FAMILY DWELLING UNITS:

Single family detached homes shall require a fire flow of 1,250 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration. Fire hydrant spacing shall be 600 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 450 feet via vehicular access from a public fire hydrant.

2. When cul-de-sac depth exceeds 450 feet on a residential street, hydrants shall be required at the corner and mid-block. Additional hydrants will be required if hydrant spacing exceeds specified distances.

Fire Department access shall be provided up to 150 feet of all portions of the exterior walls of the first story of any single unit. If exceeding 150 feet provide 20 foot, paved width "Private Driveway/Fire Lane" to within 150 feet of all portions of exterior walls of the until.

A Fire Department approved turning area shall be provided for all Driveways exceeding 150 feet in length and at the end of all cul-de-sacs. Streets or driveways within the development shall be provided with the following:

1. Provide 36 feet in width on all collector streets and those streets where parking is allowed on both sides.

2. Provide 34 feet in width on cul-de-sacs up to 700 feet in length. This allows parking on both sides of the street.

3. Provide 36 feet in width on cul-de-sacs from 701 to 1,000 feet in length. This allows parking on both sides of the street.

4. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road.

5. A Fire Department approved turning area shall be provided, at the end of a driveway of 300 feet of more in length.

LIMITED ACCESS DEVICES (GATES ETC.):

1. Any single gate used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.

2. Any gate used for a single direction of travel, used in conjunction with another gate, used for travel in the opposite direction, (split gates) shall have a minimum width of 20 feet each, clear-to-sky.

3. Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right of way to the intercom control device.

4. All limited access devices shall be of a type approved by the Fire Department.

5. Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.

TRAFFIC CALMING MEASURES:

All proposals for traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation.

Should any questions arise regarding design and construction, and/or water and access, please contact Inspector Mike McHargue at (323) 890-4243.

FORESTRY DIVISION

The statutory responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archaeological and cultural resources and the County Oak Tree Ordinance. The proposed project will not have significant environmental impacts in these areas.

If you have any additional questions, please contact this office at (323) 890-4330.

RESPONSE 13-34

This is a duplicate copy of the August 20, 2001, letter. Thus, please see Response to Comment Nos. 13-18 through 13-23 for responses to this letter.

LETTER NO. 14

Long Beach Police Department
Anthony Batts, Chief of Police

Long Beach, CA

COMMENT 14-1

In reference to the draft Environmental Impact Response for Boeing's PacifiCenter, the Police Department would like to see the following revisions to the document to ensure the project includes proper public safety and crime prevention measures.

1. The Police Department should play an integral role in the creation of the Design Guidelines for PacifiCenter. Although already mentioned in Volume I, page 70 that Crime Prevention Through Environmental Design (CPTED) elements are to be used throughout the project, the Police Department needs to ensure those elements are appropriately applied.

In addition, the wording used in the paragraph requiring CPTED should be generalized to include broader requirements for the types of CPTED elements incorporated throughout the project. Rather than specify the exact design elements to be included, it would be more suitable to state, "crime prevention features such as lighting, landscaping, fencing, access routes and other design elements shall be included in the project."

These public safety essentials are crucial to mitigate both the prevention of crime and the significant impact the project could have on the services provided by the Police Department.

RESPONSE 14-1

The Design Guidelines have been submitted to the Long Beach Police Department for review and comment. In addition, Mitigation Measure V.K.1-2 has been revised to

reflect the more general language regarding CPTED suggested by this comment. Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 14-2

2. Volume I, page 68, states the following:

The estimated number of new residents in the City of Long Beach will require approximately nine new police officers, including two motorcycle officers and one new sergeant, to maintain the current officer to population service ratio.

The figure submitted for the number of officers was based on the residential population estimated (approximately 5,000 residents) to live within the project. The document stated in Volume I, page 67 that the project may generate up to 11,667 new residents throughout the cities of Long Beach and Lakewood. This figure was not presented to the Police Department at the time of our original submission and the Police Department's services would be significantly impacted citywide should this increase occur rapidly. The expected growth of on-site employees (approximately 13,000 full time equivalents) is of concern. It is paramount that the Police Department grows in accordance with the growth of the project.

In 2003, the City of Long Beach experienced a 4.2% decrease in Part 1 crime from 2002. A contributing factor is the reallocation of resources in regards to the numbers of officers on the street. Unless sufficient staffing levels are maintained, the additional population could significantly impact the Police Department's efforts to combat crime and improve police services.

RESPONSE 14-2

The 11,667 population number referenced by the Commentor includes both direct and indirect population associated with the project. As discussed in Section V.J.3, Population, page 595 of the Draft EIR, it is estimated that 4,784 new residents will be generated within the project site based on the maximum of 2,500 units proposed. In addition, based on the maximum number of employees that could be generated by the project and conservative assumptions regarding the potential for project employees to relocate to the area (e.g., that the majority of the project employees will relocate as a result of gaining employment at the site), the project could induce as many as 2,485 employees to locate within a 5 mile radius of the project site. Assuming a household size of 2.77, these employees could result in approximately 6,883 persons moving within a five-mile radius of the site over the buildout period for the project. Impacts on police services were correctly evaluated based on the direct residential population growth associated with the residential component of the project and not on the 6,883 residents that may be

associated with employment growth at the project site. The analysis of indirect population resulting from the project presented in Section V.J.3, Population, of the Draft EIR does not account for outgoing population and assumes that proposed project housing will not accommodate any of these employees. As discussed in Section V.J.2, Housing, of the Draft EIR, the workforce generated by the project and the associated demand for housing would only absorb 10.8 percent of annually available rental and ownership housing. This housing stock would consist of units that were previously occupied or a fraction of new units that would have been subject to discretionary review by the City. In addition, should the project generate the demand for new housing units, such new housing projects will also be subjected to discretionary review by the City. Furthermore, the analysis of potential population impacts overestimates the indirect population growth in Long Beach and Lakewood since not all of the indirect population from the project will be generated within the Cities of Long Beach and Lakewood. Other jurisdictions within the 5-mile radius that were identified include all or portions of Signal Hill, Hawaiian Gardens, Carson, Rancho Dominguez, Compton, Paramount, Bellflower, Cerritos, Artesia, Los Alamitos, Rossmor, and Seal Beach (please see Figure 57 on page 585 of the Draft EIR). In addition, the proposed project will include project features to minimize the potential for on-site crime and associated demand for police protection services. Please see Section V.K.1, Police Protection, page 603 of the Draft EIR, for a further discussion of the proposed project features.

As discussed in Section V.J.1, Employment of the Draft EIR, employment generation on-site could range from a net increase of 4,791 employees to a maximum net increase of 13,442 employees within the Cities of Long Beach and Lakewood depending on the mix of commercial uses actually developed. To provide for worst-case analyses, the other impact analyses within the Draft EIR, including the analysis of potential impacts to police services, assumed that the maximum number of employees would be generated. The Draft EIR states that the increase in residents and employees on-site will result in an increase in demand for police services. Project-generated General Fund revenue can be used to cover expenditures (i.e., staffing and equipment) associated with this increased demand, should the revenue be allocated to this specific purpose.

It should also be noted that in response to public input and comment, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. Douglas Park will result in a population of 2,742 residents,

which is fewer than the proposed project. Therefore, impacts on police protection services under Douglas Park will be less as compared with the proposed project.

COMMENT 14-3

3. Volume I, page 69, states the following:

While the increase in the demand for police protection services in the City of Long Beach will require additional outlays for officers and equipment, the demand generated will not require new or physically altered police facilities. Therefore, no significant impacts associated with the construction of such facilities will occur.

The East Division Substation, which will serve the project, is already at maximum capacity for both personnel and equipment. As mentioned in volume II, page 599, the Police Department has been actively searching for a new location centrally located within the East Division to better serve both the community and the officers stationed at the facility. If the project were to increase the Division's resources by the *recommended minimum* of nine additional officers, the current facilities would be significantly impacted and adversely affected.

RESPONSE 14-3

As indicated in Response to Comment No. 14-2, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park. Douglas Park will result in an on-site population of 2,742 residents. Therefore, six officers will be required to maintain the current City-wide ratio as compared with nine officers with the proposed project. Based on further correspondence with the Long Beach Police Department, the East Division Station will adequately provide facility space for the potential increase in the number of officers based on the residential unit count of 1,400 units. Please see the Memorandum from Anthony W. Batts, Chief of Police, of the LBPD dated June 22, 2004, presented in Figure Response to Comment No. 14-3, on page 315.

COMMENT 14-4

4. Volume II, page 599 uses 2002 data. The updated figures using 2003 data are included below if needed.

– As of the 2004 annual deployment, 107 sworn officers and 6 non-sworn personnel are assigned to the East Division.

– The East Division 2003 average response times for priority 1, 2, and 3 are listed below, respectively:

– 5.3 minutes

– 20.6 minutes

– 30.7 minutes

– In the year 2003, the East Police Division handled 56,966 calls for service within its boundaries.

– In addition, there were 5,914 Part I crimes reported for the East Police Division in the year 2003, an 11 % decrease from 2002.

– In the footnote section, footnote 318 should be updated to include the 2003 FBI UCR crime statistics, "Cases reported by the LBPD's East Division in 2003 include: 6 murders, 34 sex crimes, 286 robberies, 410 assaults, 1,015 burglaries, 1,026 auto thefts, 3,088 thefts and 50 arsons.

Figure Response to Comment No. 14-3 LBPD memorandum

– From 2002 to 2003, the City of Long Beach experienced a 3.9% decrease in overall crime. Citywide Part 1 crimes decreased 4.2% and Part 2 crimes decreased 3.6%.

RESPONSE 14-4

The text on page 599 of the Draft EIR has been updated to reflect the information regarding the East Police Division statistics provided in the comment. The updated statistics do not change the conclusions reached in the Draft EIR with regard to police protection services. Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 14-5

5. Volume II, page 599 refers to the City's General Plan and the Police Department's Public Safety Element written in 1975. Currently, the Police Department is revising the Public Safety Element to reflect more current crime prevention and public safety measures. It is expected the revision will be drafted by mid-2004.

RESPONSE 14-5

The Draft EIR used the most recent General Plan materials available at the time the document was prepared. This comment regarding the Public Safety Element revision is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 14-6

6. Volume II, page 603, *Section c. Project Features* should be updated to include the following statement:

The proposed project will provide for numerous on-site security features using Crime Prevention Through Environmental Design (CPTED) principles. Such features will include, but not be limited to:

– Under the provision of "lighting, fencing, and landscaping within commercial areas bullet," it should also include "residential areas, parks and other public amenities."

RESPONSE 14-6

The text on page 603 of the Draft EIR has been revised to specifically reference the Crime Prevention Through Environmental Design (CPTED) principles. In addition, the fifth bullet of Mitigation Measure V.K.1-2 has been revised to include residential areas, parks, and other public amenities. Please see Section III, Corrections and Additions, of this Final EIR.

COMMENT 14-7

7. Volume II, page 608 also refers to CPTED requirements. The wording in this section should be similar to the language used above in Item #1.

– If possible, reference should be made directly to the Police Department for enforcement of this section. Currently, the Enforcement Agency is listed as Planning & Building or Community Development.

If you have any questions or comments, please feel free to contact me or my Chief of Staff, Commander J.J Craig at extension 87301.

RESPONSE 14-7

The text on page 608 has been revised to reflect the information regarding Crime Prevention Through Environmental Design (CPTED) principles. In addition, the text on page 609 has been revised to include the City of Long Beach Police Department as the Enforcement Agency for Mitigation Measure V.K.1-2. Please see Section III, Corrections and Additions, of this Final EIR.

LETTER NO. 15

City of Long Beach, Parks, Recreation and Marine, Planning and Development
Dennis Eschen, Manager of Planning and Development
2760 Studebaker Road
Long Beach, CA 90815

COMMENT 15-1

On March 18, 2004, the Parks and Recreation Commission reviewed the subject Environmental Impact Report (EIR) in public hearing [*sic*] at Houghton Park. An overview of the project had been previously presented to the Commission on November 20, 2003. Two meetings of the Commission's Capital Improvement Committee had also been held to study the proposed project and the EIR. The Parks and Recreation Commission analyzed only the impact of the project on recreational services. In doing so, they compared the project to the standards in the current Park Impact Fee ordinance (PIF, 1989), the recently adopted Open Space and Recreation Element of the General Plan (OSRE, 2002), and the Department of Parks, Recreation and Marine Strategic Plan (PRMSP, 2003).

In many cases the level of detail on the development of the proposed parks shown on the proposed project site plan is not adequate to know what recreational facilities are intended to be developed in those spaces. In those cases, the project was analyzed on the potential facilities that could be placed in the proposed park spaces. A mitigation measure was then suggested to include the proper recreational facility in the development of that park space.

RESPONSE 15-1

As park development plans are prepared, details regarding the types of recreational facilities and their respective locations within the project site will be included. In accordance with the conditions of approval for the project and City requirements, park development plans will be submitted to the City for review and approval. Accordingly, details on the precise types of recreational facilities proposed in the plans will be subject to City approval. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 15-2

Two members of the public spoke to the EIR (see attached minutes). At the close of the hearing, the Parks and Recreation unanimously voted to recommend that the Planning Commission certify the subject document with the following comments:

– The appropriate level of service for Recreational Services that avoids an adverse effect is the current citywide average level of service (PIF, 1989).

RESPONSE 15-2

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. The comment regarding the recreational level of service that avoids an adverse effect is consistent with the first threshold of significance used to evaluate impacts associated with recreational facilities within Section V.K.4, Recreation, of the Draft EIR. Specifically, this threshold states that a significant impact will occur if "The proposed project creates a demand for recreational facilities that causes the existing ratio of developed parkland per resident to substantially decrease." The thresholds of significance used in the Draft EIR for assessing impacts to recreational facilities were provided by the City of Long Beach.

COMMENT 15-3

– The proposed level of Recreational Services provided in locally serving recreational open space (public and private) proposed in the project plan is equal to the citywide average, but some of that space is located in the Lakewood portion of the project. Thus,

adequate provision of recreational open space to avoid an adverse effect would only be provided if a mitigation measure were added requiring that the half-acre of open space in Lakewood be relocated into the Long Beach section of the project.

RESPONSE 15-3

As stated in Section V.K.4, Recreation, of the Draft EIR, the Applicant will pay park impact fees, pursuant to Chapter 18.18 of the Long Beach Municipal Code, to ensure that the park land and recreational facility standards established by the City are met with respect to the additional needs created by such development. The purpose of the fee is to fund parkland acquisition and recreation improvements or to reimburse the City for expenditures, advances or indebtedness incurred for the acquisition of parkland or construction of recreation improvements. The Open Space and Recreation Element of the Long Beach General Plan recognizes payment of park impact fees, as one means of meeting the City's policy of providing sufficient public recreational resources. In addition to paying the mandated fees, the Applicant will provide 10.5 acres of on-site park space, which include several neighborhood parks, a residential park known as The Commons, and a larger, central park referred to as the Civic Green. Payment of the fees in conjunction with the proposed on-site park space and other recreational amenities, will ensure that the recreational demands generated by project residents will be accommodated. Therefore, impacts on recreational facilities will be less than significant.

In response to public input and comment, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will result in 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. All of this park space is proposed to be located within the City of Long Beach (i.e., the 0.5 acres of park space in Lakewood has been moved to Long Beach). Furthermore, Douglas Park will result in fewer residences (but more homeownership) and a population of approximately 2,742 new residents. As such, the ratio of park space to residents will be increased under the preferred plan when compared with the PacifiCenter project.

COMMENT 15-4

– The proposed level of Recreational Services provided in total public park space, including local, community and regional levels of service, when including the acquisition of off-site open space through the payment of park impact fees, is adequate if the fee is corrected for lost purchasing power since 1989.

RESPONSE 15-4

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. As discussed above, the payment of impact fees set forth by the Long Beach Municipal Code, in conjunction with the proposed on-site park space and improvements, will ensure that impacts associated with the demand for recreational facilities will be less than significant. In addition, the City threshold provided does not contemplate increasing the park impact fee for inflation.

COMMENT 15-5

– The proposed level of Recreational Services in the provision of playground facilities can be adequate to avoid an adverse affect, if a mitigation measure is included to require that playgrounds are included in at least two parks.

RESPONSE 15-5

In accordance with City requirements, park development plans will be submitted to the City for review and approval. Accordingly, details on the precise types of recreational facilities proposed in the plans will be subject to City approval. However, a mitigation measure has been included in Section III, Corrections and Additions, of this Final EIR for the provision of playground facilities, or an equivalent amenity, in at least two parks.

COMMENT 15-6

– The proposed level of Recreational Services in the provision of basketball court facilities can be adequate to avoid an adverse affect through the portion of the Park Impact Fee that goes to facility improvements.

RESPONSE 15-6

As indicated above, pursuant to Chapter 18.18 of the City of Long Beach Municipal Code, the Applicant will be required to pay park impact fees.

COMMENT 15-7

– The proposed level of Recreational Services in the provision of football/soccer fields can be adequate to avoid an adverse affect, if a mitigation measure is included requiring a youth sized field to be provided at one of the on-site parks.

RESPONSE 15-7

In accordance with the conditions of approval for the project and City requirements, park development plans will be submitted to the City for review and approval. Accordingly,

details on the precise types of recreational facilities proposed in the plans will be subject to City approval. However, a mitigation measure has been included in Section III, Corrections and Additions, of this Final EIR for the provision of a multi-sport overlay field, consisting of a youth sized football/soccer field with a youth sized baseball/softball backstop, or an equivalent amenity in one of the on-site parks.

COMMENT 15-8

– The proposed level of Recreational Services in the provision of baseball/softball fields can be adequate to avoid an adverse affect, if a mitigation measure is including requiring a youth sized backstop at a corner of the youth sized football/soccer field to create a multi-sport overlay field.

RESPONSE 15-8

In accordance with the conditions of approval for the project and City requirements, park development plans will be submitted to the City for review and approval. Accordingly, details on the precise types of recreational facilities proposed in the plans will be subject to City approval. However, a mitigation measure has been included in Section III, Corrections and Additions, of this Final EIR for the provision of a multi-sport overlay field, consisting of a youth sized football/soccer field with a youth sized baseball/softball backstop, or an equivalent amenity in one of the on-site parks.

COMMENT 15-9

– The proposed level of Recreational Services in the provision of recreation center space can be adequate to avoid an adverse affect, if a mitigation measure is included requiring a recreation center equal to one square foot of floor area for each resident expected to reside in the project.

RESPONSE 15-9

In accordance with the conditions of approval for the project and City requirements, park development plans will be submitted to the City for review and approval. Accordingly, details on the precise types of recreational facilities proposed in the plans will be subject to City approval. However, a mitigation measure has been included in Section III, Corrections and Additions, of this Final EIR for the provision of an on-site recreation center, with a floor area equal to one square foot per resident, or an equivalent amenity.

COMMENT 15-10

– The proposed level of Recreational Services in the provision of bicycle facilities can be adequate to avoid an adverse affect, if a mitigation measure is added to retain the off-street bicycle path currently existing for the for the full sites Carson Street frontage.

RESPONSE 15-10

As indicated in Section V.L, Transportation/Circulation and Parking, of the Draft EIR, the PacifiCenter project would continue to provide a Class I bicycle path along Carson Street from Lakewood Boulevard to 1st Street. The portion of the existing Carson Street Class I bicycle path from 1st Street to the western boundary of the site will be removed. However, the project will include Class II bicycle lane improvements within the project site that will connect with the Carson Street Class I bicycle path as well as with Paramount Boulevard. Therefore, no significant impact to the bicycle circulation system will occur.

However, as indicated in Response to Comment No. 15-3, the Applicant has indicated its preference for a revised plan which is referred to as Douglas Park. Douglas Park will continue the existing Class I bicycle path along Carson Street from Lakewood Boulevard to the western boundary of the site. Additionally, the Carson Street Class I bicycle path will be extended from Carson Street to the south along the western perimeter of the site (adjacent to the Lakewood Country Club Golf Course), and then west to the Paramount Boulevard/Cover Street intersection. This proposed bike route has been made a part of the Development Agreement between the Applicant and City. Thus, no mitigation measure is necessary. An illustrative map of the proposed improvements is provided as an exhibit in the Development Agreement. The Development Agreement is available for review at the Department of Planning and Building and Department of Community Development at Long Beach City Hall.

COMMENT 15-11

The Parks and Recreation Commission noted and approved the following items without additional comment:

– The proposed level of Recreational Services provided through the accessibility of local park space from each residential unit is better than the OSRE standard, and current average levels of accessibility, and will not cause an adverse affect.

– The proposed level of Recreational Services in the provision of swimming pool facilities is adequate to avoid an adverse affect.

– The proposed level of Recreational Services in the provision of tennis court facilities is adequate to avoid an adverse affect.

RESPONSE 15-11

The comment acknowledges that the Long Beach Parks and Recreation Commission has determined that the proposed project will not have significant impacts with regard to park accessibility, swimming pools, and tennis courts.

COMMENT 15-12

As the project develops further through it review and approval processes, the Parks and Recreation commission will review the specific locations and designs of the parks and recreational open spaces and recommend on that appropriateness at that time.

If you have any questions or need additional information, please contact Dennis Eschen, Manager of Planning and Development at x3130.

RESPONSE 15-12

As indicated above, in accordance with the conditions of approval for the project and City requirements, park development plans will be submitted to the City for review and approval.

COMMENT 15-13

Angela Reynolds
Community and Environmental Planning Officer
City of Long Beach,
California

Subject: PacifiCenter EIR, State Clearing House No. 2001051048 – February 2004.

Dear Ms. Reynolds:

On March 18, 2004, the Parks and Recreation Commission reviewed the subject Environmental Impact Report (EIR) in public hearing at Houghton Park. An overview of the project had been previously presented to the Commission on November 20, 2003. Two meetings of the Commission's Capital Improvement Committee had also been held to study the proposed project and the EIR. The Parks and Recreation Commission analyzed only the impact of the project on recreational services. In doing so, they compared the project to the standards in the current Park Impact Fee ordinance (PIF, 1989), the recently

adopted Open Space and Recreation Element of the General Plan (OSRE, 2002), and the Department of Parks, Recreation and Marine Strategic Plan (PRMSP, 2003).

In many cases the level of detail on the development of the proposed parks shown on the proposed project site plan is not adequate to know what recreational facilities are intended to be developed in those spaces. In those cases, the project was analyzed on the potential facilities that could be placed in the proposed park spaces. A mitigation measure was then suggested to include the proper recreational facility in the development of that park space.

Two members of the public spoke to the EIR (see attached minutes). At the close of the hearing, the Parks and Recreation unanimously voted to recommend that the Planning Commission certify the subject document with the following comments:

• The appropriate level of service for Recreational Services that avoids an adverse effect is the current citywide average level of service (PIF, 1989).

• The proposed level of Recreational Services provided in locally serving recreational open space (public and private) proposed in the project plan is equal to the citywide average, but some of that space is located in the Lakewood portion of the project. Thus, adequate provision of recreational open space to avoid an adverse effect would only be provided if a mitigation measure were added requiring that the half-acre of open space in Lakewood be relocated into the Long Beach section of the project.

• The proposed level of Recreational Services provided in total public park space, including local, community and regional levels of service, when including the acquisition of off-site open space through the payment of park impact fees, is adequate if the fee is corrected for lost purchasing power since 1989.

• The proposed level of Recreational Services provided through the accessibility of local park space from each residential unit is better than the OSRE standard, and current average levels of accessibility, and will not cause an adverse affect.

• The proposed level of Recreational Services in the provision of playground facilities can be adequate to avoid an adverse affect, if a mitigation measure is included to require that playgrounds are included in at least two parks.

• The proposed level of Recreational Services in the provision of swimming pool facilities is adequate to avoid an adverse affect.

• The proposed level of Recreational Services in the provision of tennis court facilities is adequate to avoid an adverse affect.

• The proposed level of Recreational Services in the provision of basketball court facilities can be adequate to avoid an adverse affect through the portion of the Park Impact Fee that goes to facility improvements.

• The proposed level of Recreational Services in the provision of football/soccer fields can be adequate to avoid an adverse affect, if a mitigation measure is included requiring a youth sized field to be provided at one of the on-site parks.

• The proposed level of Recreational Services in the provision of baseball/softball fields can be adequate to avoid an adverse affect, if a mitigation measure is including requiring a youth sized backstop at a corner of the youth sized football/soccer field to create a multi-sport overlay field.

• The proposed level of Recreational Services in the provision of recreation center space can be adequate to avoid an adverse affect, if a mitigation measure is included requiring a recreation center equal to one square foot of floor area for each resident expected to reside in the project.

• The proposed level of Recreational Services in the provision of bicycle facilities can be adequate to avoid an adverse affect, if a mitigation measure is added to retain the off-street bicycle path currently existing for the for the full sites Carson Street frontage.

As the project develops further through it review and approval processes, the Parks and Recreation commission will review the specific locations and designs of the parks and recreational open spaces and recommend on that appropriateness at that time.

Respectfully Submitted,

Phil T. Hester,
Director of Parks, Recreation and Marine

RESPONSE 15-13

This comment is an attachment to Comment Letter 15 dated April 13, 2004, and duplicates Comment Nos. 15-1 through 15-12. Therefore, please refer to Response to Comment Nos. 15-1 through 15-12.

COMMENT 15-14

Parks and Recreation Commissioners

Subject: PacifiCenter Site Environmental Impact Report.

The Parks and Recreation Commission (Commission) is a "responsible agency" under the California Environmental Quality Act (CEQA) in the review of the PacifiCenter EIR. This is because the Commission will have a role in the formal approval of a portion of the project. That role is to recommend to the City Manager and City Council the appropriate location and design of the parks and open space in the project.

The action before the Commission at this meeting is to comment on the EIR. It had originally been hoped that the Commission could also recommend on the acquisition of the on-site park locations. However, the current level of detail and potential site changes through the EIR process make that premature. The project will return to the Commission at a later date to review the design and locations of the on-site park areas.

Background. The project site is at the southwest corner of Lakewood Boulevard and Carson Streets. At 238 acres, the site is one of the most significant potential development sites proposed for development in the City of Long Beach in many years (an additional 23 acres of the site is in Lakewood for a total site of 261 acres). The site is proposed for a mixed-use development including commercial, research, industrial, residential and recreational/open space uses.

Over the past few years, Boeing has proposed two previous plans for the site. These have been presented in community meetings, in an on-site project information office, and in other ways. Neither of those plans had a formal public review. Due to the feedback from the community, and technical discussions with City staff, Boeing has continued to refine their concepts, and have begun the formal process with a third plan.

The plan now being reviewed is less intense than the previous proposals. The site is divided into two areas at approximately Conant Street. The southern area is 160 acres and is planned for commercial, and industrial use including research and development activities. A total of 3.3 million square feet of building is allowed. Warehousing and retail commercial are limited to support of other on-site uses. One hotel, of up to 400 rooms, is included.

In the northern 101 acres, 2,500 hundred residential units are planned with a range of housing types including single family residential, townhouses, and three and four story

multi-family buildings of which some are intended as condominiums and some as rentals. Overall, 60 percent of the units are plan as "for-sale" and 40 percent as rental. The overall density at the boundary between moderate and high density as defined in the Land Use Element of the General Plan adopted in 1989 (LUE, pages 59-61). Neighborhood serving retail is also included as are 10.5 acres of parks and open space.

As one of the alternatives analyzed in the EIR, a lower density plan is examined. That alternate contains 1,400 residential units also containing a mix of housing types, and ownership and rental options. This alternate includes 11 acres of public and private open space, and is defined as an overall townhouse density (LUE, pages, 55-57).

Discussion. The portion of the project of most interest to the official responsibilities of the Parks and Recreation Commission is the provision of open space and parks in the northern, or residential portion of the site. The proposed plan includes 10.5 acres of parks and open space, of which 1.5 acres will be private and 9.0 acres public and dedicated to the City. These parks and open spaces are expected to serve 4,784 residents. This calculates to a ratio of 2.19 acres of parks and open space per 1,000 residents. This is the same ratio of parks and open space to residents that is currently enjoyed by the average Long Beach residents when excluding such regional serving areas as El Dorado Regional Park, the golf courses, the beaches, the water recreation areas in Alamitos Bay and the downtown Shoreline Marina, and the historic Ranchos.

Two issues are relevant to the Parks and Recreations response to the PacifiCenter Plan. First, is whether there is adequate provision made of park space so that the development of the project will not cause further crowding in Long Beach parks. As the project intends to meet the needs of the new residents it is bringing to Long Beach partially on-site and partially off-site, each is analyzed. These are analyzed in terms of the quantity of space related to the estimated population. Finally, the location of the proposed on-site space will be investigated to determine the accessibility of that space to residents.

The second relevant issue is how the facilities proposed for the parks meet the standards in the Parks, Recreation and Marine Department Strategic Plan of 2003 (PRM – SP). Although the Commission or City Council did not formally adopt the PRM – SP, it was circulated as backup information for the Open Space and Recreation Element of the General Plan (OSRE) adopted by the City Council in October of 2002. Facility standards for playgrounds, swimming pools, tennis courts, basketball courts, football/soccer fields, baseball/softball fields, and recreation centers are analyzed. Finally, how the plan relates to the Bicycle Master Plan of 2001 (BMP) is also analyzed.

The actual analysis is attached to this letter on an item-by-item basis. The analysis is based only on the parks and open space in Long Beach. The park facilities are not fully described in the plan, but reasonable assumption can be made from text comments and size. The conclusions of the analysis are:

• The appropriate level of service that avoids an adverse effect is the current citywide average level of service (1989 Park Impact Fee Study)

• The local serving open space (public and private) is equal to the citywide average, and is thus adequate to avoid an adverse effect if a mitigation measure is added requiring the half acre of open space in Lakewood is relocated into the Long Beach section of the project.

• The total public park space, including local, community and regional levels of service, when including the acquisition of off-site open space through the payment of park impact fees, is adequate if the fee is corrected for lost purchasing power since 1989.

• The accessibility of local park space from each residential unit is better than the OSRE standard, and current average levels of accessibility, and will not cause an adverse affect.

• Adequate playground facilities to avoid an adverse affect [*sic*] can be provided, if a mitigation measure is included to require that playgrounds are included in at least two parks.

• Adequate swimming pool facilities to avoid an adverse affect are provided.

• Adequate tennis court facilities to avoid an adverse affect are provided.

• Adequate basketball court facilities to avoid an adverse affect can be provided by the portion of the Park Impact Fee that goes to facility improvements.

• Adequate football/soccer fields to avoid an adverse affect can be provided, if a mitigation measure is included requiring a youth sized field to be provided at one of the on-site parks.

• Adequate baseball/softball fields to avoid an adverse affect can be provided, if a mitigation measure is including requiring a youth side backstop at a comer of the youth sided football/soccer field to create a multi-sport overlay field;

• Adequate recreation center space to avoid an adverse affect can be provided, if a mitigation measure is included requiring a recreation center equal to one square foot of floor area for each resident expected to reside in the project; and,

• Adequate bicycle facilities to avoid an adverse affect can be provided, if a mitigation measure is added to retain the off-street bicycle path currently existing for the for the full sites [*sic*] Carson Street frontage.

It is recommended that the Parks and Recreation Commission recommend the certification of the EIR for PacifiCenter if the following mitigation measures are added:

• 0.5 acres of open space is relocated from the Lakewood portion of the site to the Long Beach portion or an additional 0.5 acres is added to the Long Beach portion;

• The development agreement shall not freeze the Park Impact Fee without a correct to that fee for the loss of purchasing power that has occurred since 1989;

• Playgrounds shall be included in two separate park sites;

• A youth sized football/soccer fields shall be included at one park site;

• A youth sized baseball/softball back stop shall be included with the youth sized football soccer field to provide an multi-use field overlay;

• A recreation center shall be included in the private open space of a size equal to at least one square foot of floor area for each resident expected to reside on-site; and,

• The existing off-street bicycle path, or an improved redesign of that off-street path, shall continue for the full length of the Carson Street site frontage.

RESPONSE 15-14

This comment is an attachment to Comment Letter 15 dated April 13, 2004, and provides supporting background and discussion of the project relative to recreation impacts. The comment is summarized in Comment Nos. 15-1 through 15-12. Therefore, please refer to Response to Comment Nos. 15-1 through 15-12.

COMMENT 15-15

Supporting Analysis
Boeing PacifiCenter EIR
March 18, 2004

Project description: 261 acres [*sic*] site, consisting of 160 acres of commercial and Industrial uses of up to 3.3 million square feet and 400 hotel rooms; and 101 acres of residential uses with up to 2,500 dwelling units (4,784 residents) and 10.5 acres of parks and open space (9.0 acres public, 1.5 acres private).

1. Adequate Park Space.

1.1 On-site Local Park Space.

Analysis: Project provides 2.19 acres of local parks and improved open space on-site (including private open space). This is equal to the citywide average of local parks (mini-park, greenway, neighborhood park and community) space per 1,000 residents. (Analysis from OSR Tables 1 and 2, pages 8 and 12). However, 0.5 acres of the open space is in the City of Lakewood, while none of the residential development is in the City of Lakewood.

Tentative Conclusion: Project provides adequate on-site parks and open space through on-site parks public [*sic*] and private park space to equal the citywide average. However, the 0.5 acres [*sic*] that is in Lakewood needs to be relocated into Long Beach.

1.2. City-wide Parks and Open Space.

Analysis: PacifiCenter provides 1.88 acres of public park space per 1,000 residents of public park space on-site, plus pays park impact fees based on 1.35 acres per 1,000 [residents] for [a] total of 3.23 acres per 1,000 [residents]. This exceeds citywide average of 3.1 acres per 1,000 residents (Park Impact Fee Study 1898 and OSR Table 1, page 8). However, [the] buying power of park impact fees has eroded since adoption in 1989.

Tentative Conclusions: PaifiCenter will have no adverse impact on the supply of parks and open space citywide provided Park Impact Fee is adjusted for effects of inflation since 1989.

1.3. Access to open space.

Analysis: PacifiCenter provides park space within 800 feet of furthest residence. City service standard is within 1320 feet of every residence (OSR, page 24). The 0.5 acres [*sic*] of open space in Lakewood is not conveniently accessible to on-site residents.

Tentative Conclusions: There is no adverse impact related to the accessibility of park space as it is more accessible to each residence than the City standard.

2. Adequate Facilities. The EIR does not fully specify the facilities to be included in the on-site parks. The facilities are thus being assumed based on the size of the spaces.

2.1 Playgrounds.

Analysis: The EIR does not identify playground locations, but has a park space large enough for a playground within 800 feet of each residence. The City standard is one playground for each 5,000 residents and within 1320 feet of each residence (PRM – SP, Exhibit 25, page 23). With the proposed locations of the parks, at least two playgrounds will be required in different parks to meet the distance standard. Thus, the project would have one playground for each 2,392 residents. This exceeds the citywide current level of service of one playground for each 6,410 residents (PRM – SP, Exhibit 26, page 24).

Tentative Conclusion: The project has the potential to not have an adverse impact on the ability of the City to provide playgrounds to the projects residents and will improve the overall city ratio of playgrounds.

2.2. Swimming pools.

Analysis: The project provides a private pool for the projected 4,784 residences. The City standard is one pool per 50,000 residents, and within one mile of each residence (PRM – SP Exhibit 25, page 22). The current level of service is one swimming pool per 115,381 residents and there is no public pool within one-mile of the site (PRM – SP Exhibit 28, page 26; the Millikan High School Pool which is open to the public in the summer only is the nearest at about two miles from the mid-point of the residents on site).

Tentative Conclusion: The project will not adversely affect the City's provision of swimming services by providing an on-site private pool. As the on-site pool will be substantially smaller that public pools, the on-site private pool will not provide the same experience as the public pool. This could add some demand to the City's inadequate pool facilities.

2.3. Tennis Courts.

Analysis: The project proposes one tennis court next to the swimming pool. The City standard is one tennis court per 7,500 residents located within 2,640 feet of each residence (PRM – SP Exhibit 25, page 23). The current level of service is one court per 7,692 residents (PRM – SP Exhibit 32, page 29). The plan meets those standards.

Tentative Conclusion: The project will not have an adverse impact on the provision of tennis facility services as the project will meet this need on site.

2.4. Basketball Courts.

Analysis: The EIR does not indicate basketball court locations. A basketball court could potentially be located on site. The City standard is one court for each 2,000 residents and with a court located within each 1320 feet (PRM – SP, Exhibit 25, page 23). The current level of service is one court per 2,157 residents (PRM – SP, Exhibit 36, page 32). To fully meet this standard and citywide service ratio, the project would need to provide three courts, in two different locations. The project could meet this standard, but the total level of facilities may be crowding the open character of the sites. Thus, at least one basketball court should be provided off-site through the park impact fee. The nearest existing off-site location [*sic*] is [*sic*] at the Long Beach Community College campus and Wardlow Park; both of which are a little over a mile from the center of the residential portion of the site. No additional courts are planned at those locations.

Tentative Conclusion: The project will not be able to meet City standards or current levels of service for basketball. The park impact fee would be adequate to meet this need off-site, but not at a conveniently accessible location. As the deviation from the current level of service is small, this is not a significant adverse impact on the level of recreational services.

2.5. Football/Soccer Fields.

Analysis: The EIR does not indicate football/soccer fields. The size of the parks would make their on-site provision infeasible. The City standard is one field per 5,000 residents and located within 5,280 feet (one mile) of each residence (PRM – SP, Exhibit 25, page 23). The current level of service is one field for each 10,989 residents (PRM – SP, Exhibit 39, page 35). The nearest off-site facilities at [*sic*] at Long Beach Community College and Wardlow Park, which are a little over one mile from the center of the residential areas.

Tentative Conclusion: Soccer facilities in the City are in critically short supply with less than half the fields needed by the standard. If there is no on-site supply, this will increase the burden of a critically needed facility. To avoid a significant adverse impact, one of the open spaces should be required to contain a youth sized football/soccer field.

2.6 Baseball/Softball Fields:

Analysis: The EIR does not indicate baseball/softball fields. The size of the parks would make their on-site provision infeasible. The City standard is one field per 5,000 residents and a field located within 5,280 feet (one mile) of each residence (PRM – SP, Exhibit 25, page 23). The current level of service is one field per each 7,100 residents (PRM – SP, Exhibit 40, page 35). The nearest off-site fields [are] at Long Beach City College and Wardlow Park, both just over one mile from the center of the residential section of the site.

Tentative Conclusion: Although in less critical shortage than soccer facilities, the City is significantly short of an adequate supply of baseball/softball fields. The proposed sports park (currently in EIR preparation) will help, but will not provide youth sized fields. To avoid burdening the already strained citywide facilities, the youth sized football/soccer field should be provided with a backstop for a dual use for the beginning level of youth baseball/softball ("T" ball).

2.7 Recreation Center Space.

Analysis: The EIR does not clearly indicate a recreation center in the project although such facilities are typical of new planned residential developments and it is assumed that one will be provided in the private park area. The City standard for such facilities is one square foot of center space for each resident. The current level of service is 0.33 square feet [*sic*] per person (PRM – SP, Exhibit 45, page 39).

Tentative Conclusion: Recreation center space is the greatest facility shortage in the City recreation facilities. Meeting the current level of service is not adequate to avoid an impact on the overburdened citywide system. Thus, full on-site provision of the level of service standard is necessary to avoid a significant adverse impact to recreational services. Thus, a mitigation measure should be added requiring the on-site recreation center to be a least 4,784 square feet in area.

2.8 Recreational Bicycle and Pedestrian Paths.

Analysis: The site contains an off-street (Class I) bicycle and pedestrian path on the adjoining public right-of-way that stretches more than three miles along Carson Avenue and connects to bicycle trail on the levee of the San Gabriel River. The proposed project would terminate the Class I bicycle route at the new first street, and continue the path as a Class II bicycle route (on-street with an exclusive lane) through the site. This provides a route through the City to potentially connect the Los Angeles and San Gabriel River bicycle paths. This does however shorten the Class I section of bicycle path. The Bicycle Master Plan adopted in 2001 does include the addition of the Class II bicycle route down [at] approximately First Street and westerly on the major east/west street of the project. However, the Bicycle Master Plan does not include the elimination of the Class I route on Carson Street (BMP Figure 8, page 51).

Tentative Conclusion: The elimination of the Class I bicycle route west of First would be a significant adverse impact by reducing this recreational segment of the route and not conforming to the [B]icycle Master Plan.

3. Summary

3.1. PacifiCenter provides adequate local serving parks open space to current citywide service levels in the project.

3.2. PacifiCenter will provide adequate citywide open space, including community level and regional level space only if the park impact fee is paid and adjusted for inflation since the original fee was set in 1989.

3.3. PacifiCenter will provide adequate recreation facilities only if:

- Two playgrounds are provided in two different park locations on site;
- A youth sized football/soccer field is included in one of the park spaces;
- A youth sized baseball/softball field with a backstop is provided as an overlay field on the football/soccer field at one park site;
- A recreation center of 4,784 square feet is provided; and, [*sic*]
- The Class I bicycle route continues along Carson Street to the western end of the PacifiCenter Carson Street street-frontage [*sic*].

• Some increase to the total park area may be necessary to accommodate the needed facilities in a [*sic*] attractive park setting.

RESPONSE 15-15

This comment is an attachment to Comment Letter 15 dated April 13, 2004, and provides supporting analysis for the comments provided therein. The conclusions from the analysis are included in Comment Nos. 15-1 through 15-12. Therefore, please refer to Response to Comment Nos. 15-1 through 15-12.

LETTER NO. 16

Long Beach Fire Department
Scott Giles, Fire Marshall
Long Beach, CA

COMMENT 16-1

My staff has reviewed the sections of the PacifiCenter draft EIR related to the Fire Prevention Bureau of the Fire Department. Listed below are the following recommended changes or corrections:

Page 617-First paragraph:

– This paragraph of the report mistakenly states, "Residential buildings four stories over a retail or parking concrete podium are also required to install sprinklers."

– The statement should read, "Residential buildings three stories in height or containing five or more units, and all residential units over a retail or parking podium which are provided with fire sprinklers, are also required to install sprinklers."

If you have any questions regarding our review, please feel free to contact Battalion Chief Hank Teran at 570-2584. He will provide you with any additional information.

RESPONSE 16-1

The text on page 617 of Section V.K.2, of the Draft EIR has been revised to reflect the information provided in the comment regarding sprinklers within residential buildings. Please refer to Section III, Corrections and Additions, of this Final EIR.

LETTER NO. 17

Economic Development Commission
City of Long Beach, California
Mark Gray
110 Pine Avenue, Suite 1100
Long Beach, CA 90802

COMMENT 17-1

The City of Long Beach Economic Development Commission (EDC) has reviewed the Draft Environmental Impact Report for the proposed Boeing PacifiCenter project and is pleased to offer its comments and would like clarification on a few issues.

The EDC is a 17-member body with the primary task of advising and recommending to the City Council and City Manager on matters pertaining to activities affecting economic development within the City. EDC membership includes representatives from academia, business, finance, healthcare, neighborhood organizations, real estate, and tourism.

The EDC believes that the City of Long Beach currently has a limited supply of vacant commercial (industrial and retail) land available. The Boeing PacifiCenter project is the last remaining large parcel of land to meet the demand commercial space in Long Beach over the next several years.

RESPONSE 17-1

The comment indicates that the City of Long Beach EDC has reviewed the Draft EIR. As stated by this comment, large areas of vacant land within the City of Long Beach are typically limited in in-fill locations. As is the case with the proposed site, development of such locations typically occurs as a result of redevelopment activities. The scale of the site provides a unique opportunity in this regard. The project proposes to provide 160 acres of land designated for commercial use within Long Beach. This commercial use will allow office, R&D, light industrial, retail, hotel, and aviation-related uses.

COMMENT 17-2

Land Use and Other Economic Development Related Issues

Comment 1: The lack of quality, contemporary commercial space and the shortage of developable land of suitable size have impaired the City's ability to attract new businesses

and retain successful growing businesses by providing "move up" space. As proposed, the PacifiCenter project includes residential uses in historically nonresidential areas. This would permanently reduce commercial development opportunities (and associated employment and economic benefits) from the City's inventory.

RESPONSE 17-2

As discussed in Section V.H, Land Use and Planning, the land use designations of the site set forth by the City of Long Beach Land Use Element are LUD No. 7 (Mixed Use), which provides for a variety of uses including residential uses, as well as LUD No. 12 (Harbor/Airport). The site is currently zoned PD-19, which allows office, R&D, aircraft manufacturing, and fixed base operations uses. The current PD-19 zoning does not allow residential uses. Although employment levels at the site have been historically higher, existing employment on-site was estimated at 545 employees as of November 2002 due to the decline in the aerospace industry. Many of the buildings within the site are vacant and/or have been removed or are planned for removal as part of a separate mandated soil and groundwater remediation program (refer to Section IV, Overview of Environmental Setting, of the Draft EIR for further discussion). While the project will reduce the amount of land designated in the City of Long Beach for commercial/industrial development, the majority of the 238 acres within Long Beach (137 acres) will be developed with non-residential uses. Specifically, the project will result in up to 3.3 million square feet of non-residential floor area and up to 400 hotel rooms. As discussed in Section VJ.1, Employment, of the Draft EIR, employment generation on-site resulting from this development could range from a minimum net increase of 4,791 employees under a less intensive light industrial scenario to a maximum net increase of 13,442 employees under a more intensive office scenario, depending on the ultimate mix of commercial uses developed. In addition, based on another analysis of the project's employment growth and housing prepared by the Office of Economic Research at California State University, Long Beach, assuming the property is developed with a mix of uses in the Commercial land use category, the project will add approximately 11,228 new jobs within the project site. As such, project implementation will increase commercial development opportunities within the City and will result in associated employment and economic benefits.

The proposed mixed-use development of the site is intended to provide a catalyst for more near-term high-quality employment opportunities that cannot be provided under an all-commercial scenario for the site. Based on data from Keyser Marston Associates, over the last several years, the commercial office leasing market in and around the Airport area has remained very soft. Commercial properties adjacent to the Long Beach Airport have over 300,000 square feet of un-built, entitled commercial space at Kilroy and the

Airport Business Park.[5] In addition, according to Cushman and Wakefield, there is a total Airport area inventory of 2.1 million square feet of commercial space, with a direct vacancy of 8 percent (167,000 square feet) and an additional sublease vacancy of 1.6 percent (34,000 square feet). The greater market area demonstrates an 9.6 percent vacancy rate, including sublease space. This data excludes vacancies in Carson and the Dominquez Hills Technology projects, which encompass an additional 2.8 million square feet in available or entitled space. Furthermore, the Airport area reported a negative absorption of 18,000 square feet (i.e., space not leased) of floor area in the first quarter of 2004. The absorption for the entire 405/710 corridor, Bixby Knolls, East Long Beach, and the Long Beach Airport was only 14,000 square feet. Vacancy rates in Class A buildings located in Downtown Long Beach average 12 percent and 17.4 percent in Class B buildings. Based on this data, the prospect of leasing large amounts of commercial space at rates that support new construction within the project area is weak, without a significant and rapid improvement in the regional economy.

Given the current market conditions described above, if developed strictly as a commercial/industrial business park, the site could not expect to absorb more than 200,000 square feet per year, including industrial space. This suggests that total buildout of a larger commercial project, with as much as six million square feet, would take an estimated 30 years to absorb. In the context of these conditions, the project's mixed-use plan is intended to respond to local market conditions and demands while meeting the City's goal of bringing high-quality, high-wage jobs to the project site by blending mutually supportive uses (including residential uses) that are desired in today's marketplace, can serve the multiple needs of a variety of businesses, and act as a magnet for the best tenants. In addition, the mixed-use plan for the project site is designed to elevate the relative attractiveness of the entire Airport submarket so that rents can be achieved that will support new construction. Furthermore, as a condition of developing residential uses, the Applicant is obligated to complete all the necessary grading and infrastructure improvements necessary to present the commercial portion of the site to the market in a buildable condition. The presence of significant acreage, improved and ready to develop, will increase the competitiveness of the site for industrial/office users looking for space and will result in the highest likelihood of near-term development. In this regard, the increased probability of near-term job generating commercial spaces was found to be preferable to longer term, although potentially greater job-generating, development options.

COMMENT 17-3

The proposed project is not consistent with the PD-19 zoning of the sites and portions of the General Plan. To provide for the project, a new Planned Development is required

[5] *Memorandum from Keyser Marston Associates Incorporated, August 4, 2004.*

along with amendments to the land use designation for the site. In the absence of a land use policy to prohibit converting commercial land to other uses, and considering the scarcity of developable land for commercial uses, the Commission believes that the project should consider preservation of commercial uses as a priority.

Question 1: Please explain why the land is not being preserved primarily for commercial uses.

RESPONSE 17-3

As addressed in Section V.H, Land Use and Planning, the project includes a rezone of the site and various General Plan amendments to accommodate the project. The project will be a mixed use development, including R&D, light industrial, office, retail, hotel, residential, aviation-related, and ancillary uses. The majority of the 238 acres within the City of Long Beach, 137 acres, will be developed with non-residential uses. The project will result in 3.3 million square feet of non-residential floor area and up to 400 hotel rooms.

As discussed above, in Response to Comment 17-2, based on data from Keyser Marston Associates, over the last several years, the commercial office leasing market in and around the Airport area has remained very soft. Based on available data, the prospect of leasing large amounts of commercial space at rates that support new construction is weak, without a significant and rapid improvement in the regional economy. Given current market conditions, if developed strictly as a commercial/industrial business park, the site could not expect to absorb more than 200,000 square feet per year, including industrial space. This suggests that total buildout of a larger commercial project, with as much as six million square feet, would take 30 years to absorb. The project's mixed-use plan is therefore intended to respond to local market conditions and demands while meeting the City's goal of bringing high-quality, high-wage jobs to the project site, by blending mutually supportive uses (including residential uses) that are desired in today's marketplace, can serve the multiple needs of a variety of businesses, and act as a magnet for the best tenants. The mixed-use plan for the proposed project is designed to elevate the relative attractiveness of the entire Airport submarket so that rents can be achieved that will support new construction. Please also refer to Response to Comment Nos. 17-1 and 17-2 for related discussions regarding commercial development on the project site.

In addition, the proposed mixed use development will result in the creation of active streetscapes through the placement of different uses within close proximity on the site. For example, the provision of residences within close proximity to services, goods, and employment will create a pedestrian-oriented streetscape with visible economic activity on

the project site. This can result in an environment with a high quality of life since it provides opportunities for people to walk or bike from their residences or places of employment to obtain services and goods. This serves to reduce vehicle miles traveled, thereby resulting in a reduction in vehicle emissions.

COMMENT 17-4

Comment 2: The increase in residents and the number of workers creates challenges for the City as it looks to narrow the job gap in Long Beach. In order to meet the estimated employment growth of approximately 26,000 jobs, the City must be prudent in selecting development opportunities, as they become available.

Question 2: How does the Boeing Plan adequately address the need for quality job creation in the City of Long Beach?

RESPONSE 17-4

As indicated in Table 44 on page 570 in Section V.J.1, Employment, of the Draft EIR, the maximum projected employment for the project (13,987 total employees) will constitute nearly one-half of all the employment growth projected throughout the City of Long Beach over a 17-year period. In addition, project implementation will serve to restore much of the employment lost at the project site and throughout the City of Long Beach since 1990.

Given current conditions within the commercial office market in the Airport area, as described above in Response to Comment No. 17-2, the Applicant analyzed a variety of mixed-use strategies to determine the best prospect for absorption of site development, job generation, and return on investment. Of the strategies evaluated, two options included entitling the site for six million square feet of commercial space on the assumption that the area's commercial market will experience a significant improvement, or suspending entitlement and development activities until the market recovers, recognizing that the residential market could deteriorate. Neither of these options would likely result in substantial near-term development or job generation. Additionally, given the inability to foresee absorption of the commercial space during a reasonable time period, these are not practical choices. Therefore, as discussed in Response to Comment No. 17-2, above, the mixed-use nature of the project as proposed is considered the most economically viable development strategy. Please also refer to Response to Comment No. 17-2 for further discussions regarding proposed commercial development as it relates to job generation.

In addition, in response to public comment and input, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park that will include 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. With 1,400 residential units and a projected maximum on-site employment of 13,865, the jobs to housing ratio within the project site will range from 3.8 to 10.0 jobs for every household, thereby contributing to the City's operational goal of achieving a jobs to housing ratio of 1.35 jobs for every household in the City.[6]

COMMENT 17-5

Comment 3: The Boeing EIR states that the Preferred Project will comply with the City's Economic Development objective by introducing new research and development, office, light industrial, retail, and hotel uses that will create additional jobs and City revenue. However, the Non-Residential Alternative consists only of 1.1 million square feet of retail uses and 4.0 million square feet of warehouse/distribution uses, which does not appear to be consistent with the City's Economic Development objective.

Question 3: Explain why this Non-Residential Alternative is not consistent with the City's Economic Development objective.

RESPONSE 17-5

As discussed in Section VI.B.4, Non-Residential Alternative, on pages 867 through 883 of the Draft EIR, the Non-Residential Alternative will provide for economic growth within the project area and support goals contained within the City of Long Beach General Plan and Strategic Plan pertaining to the development of the area as an employment/activity center. The Non-Residential Alternative will generate a workforce of approximately 9,819 employees, for a net increase of 9,274 employees over existing conditions. Thus, the Non-Residential Alternative will support the City's economic and redevelopment goals through expansion of the area's employment base.

The Non-Residential Alternative will also foster economic growth by increasing the tax base for Long Beach, as specified in the City's Economic Development Objective.[7] Tax revenues associated with this Alternative will include property taxes, real property transfer taxes, business license taxes, and utility users taxes. Additionally, the 1.1 million

[6] *City of Long Beach, Land Use Element, page 22.*

[7] *City of Long Beach Land Use Element, 1997, pages 17 and 21-22.*

square feet of retail space contemplated under this Alternative will generate substantial sales tax revenue for the City.

The City's Economic Development Objective places emphasis on international trade as a sector with growth potential within the City. The land use mix contemplated under the Non-Residential Alternative responds to existing demand in the area for warehouse/distribution uses associated with the Port of Long Beach, the Long Beach Airport, and the surrounding freeway network, thus potentially supporting international trade. Furthermore, the floor area ratios assumed for the retail and warehouse/distribution portions of the site are based on typical development densities for such uses. As such, the Non-Residential Alternative is considered consistent with the goals of the City of Long Beach General Plan and Strategic Plan, and the Economic Development Objective in particular.

COMMENT 17-6

Question 4: Can you identify the fiscal impacts of a Non-Residential Alternative that is consistent with the City's Economic Development objective?

RESPONSE 17-6

As discussed above in Response to Comment No. 17-5, the Non-Residential Alternative is considered consistent with the City of Long Beach's Economic Development Objective. A specific fiscal impact analysis for this alternative was not prepared because this alternative will not attain the majority of the Applicant's objectives. However, tax revenues associated with this Alternative will include property taxes, real property transfer taxes, business license taxes, and utility users taxes. Additionally, the 1.1 million square feet of retail space contemplated under this Alternative will generate substantial sales tax revenue for the City.

COMMENT 17-7

Comment 4: In regards to employment, the Commission believes that in order to mitigate the anticipated job gap for Long Beach, the PacifiCenter should place a stronger emphasis on developing the commercial component of the project. Business parks offering potential for attracting higher-paying jobs and hotel uses with a minimum of 400 rooms would be preferable. Considering the current commercial vacancy rate of approximately 2%, the project needs to maximize commercial uses at the site.

RESPONSE 17-7

The project is not solely responsible for mitigation of anticipated employment trends throughout the City over the course of many years. Additionally, in contrast to the data provided in the comment above, other data indicate a 14.2 percent office vacancy rate within Los Angeles County as a whole, and a 19.5 percent office vacancy rate in the South Bay area, which includes the City of Long Beach, during First Quarter 2004.[8] Industrial occupancy has fared better, with a 2.6 percent vacancy rate for the County and a 3.7 percent vacancy rate in the South Bay area during the same period.[9]

As discussed in Response to Comment Nos. 17-2 and 17-4, based on the soft commercial office leasing market in and around the Airport area, the project's mixed-use plan is considered the most economically viable development strategy. The mixed-use plan is intended to respond to local market conditions and demands while meeting the City's goal of bringing high-quality, high-wage jobs to the project site by blending mutually supportive uses (including residential uses) that are desired in today's marketplace, can serve the multiple needs of a variety of businesses, and act as a magnet for the best tenants. In addition, the required phasing of commercial infrastructure as residential development proceeds will increase the competitiveness of the site for industrial/office users looking for space and thus, will result in the highest likelihood of near-term development.

The proposed project is specifically designed to respond to the type of development program suggested in the comment above including hotel and business park uses. In addition, the site layout and amenities (e.g., landscaping, parkways, etc.) proposed for the Commercial land use category, located within 160 acres in the southern portion of the project site, will contribute to a business park atmosphere.

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 17-8

Comment 5: All land use decisions have a fiscal impact. Although the project will be consistent with the City's Economic Development objective by introducing research and development, office, light industrial, retail, and hotel uses, the Commission believes that

[8] *CB Richard Ellis, "Market View: Los Angeles Office, First Quarter 2004," www.cbre.com/Research/Market+Reports/Local+Reports+Worldwide/globalresearch.htm, May 19, 2004.*

[9] *CB Richard Ellis, "Market View: Los Angeles Industrial, First Quarter 2004," www.cbre.com/Research/Market+Reports/Local+Reports+Worldwide/globalresearch.htm, May 19, 2004.*

these benefits may be minimized by the cost of services associated with the residential units. The number of proposed residential units will create a high demand on City services and resources namely fire, police, and schools. The Commission is concerned that the project does not dedicate actual facilities for some of these public safety services.

RESPONSE 17-8

The Fiscal Impact Report, which analyzes the annual revenues and expenditures to be generated by the project in the City of Long Beach, concludes that the project, at full buildout of the proposed uses, will generate an annual net surplus of $1.5 million to $3.8 million to the City's General Fund. (A copy of the report is available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.) Thus, project-generated revenue will cover expenditures associated with the increased demand for public services (e.g., police services, fire protection, and libraries). However, even with this expected surplus, project revenue cannot be allocated to specific services except through the City's budgeting process. Therefore, as discussed in Sections V.K.1, Police Protection; V.K.2, Fire Protection; and V.K.5, Libraries, if project-generated revenue were allocated in future City budgets to general municipal purposes other than to police services, fire protection, and libraries, potentially significant impacts to these services could occur.

With respect to the construction of police and fire facilities, the City of Long Beach Police Department is currently considering the relocation and/or expansion of the East Division Police Station. Existing and planned police facilities are expected to accommodate the additional staffing and equipment necessitated by the project. Existing fire protection facilities are also expected to accommodate the demand for staffing and equipment generated by the project. Thus, as discussed in Sections V.K.1, Police Protection, and V.K.2, Fire Protection, although the project will necessitate additional staffing and equipment, no new or physically altered facilities will be required.

Section V.K.3, Schools, of the Draft EIR, provides an analysis of the project's impacts on schools. As indicated therein, pursuant to Government Code Section 65995 payment of the developer fees required by State law will provide full and complete mitigation of the project's impacts on school facilities. Additionally, Boeing Realty Corporation has entered into an agreement with LBUSD, which provides that the payment of fees in accordance with the agreement constitutes full mitigation of the project's impacts on schools. The agreement includes a provision that the 190 K-8 students projected to be generated by the project will go to Richard Browning K-8 School, scheduled to open in 2006 with a capacity of 1,450 students. Regarding recreational services, as stated in Section V.K.4, Recreation, new project residents will be served by the 10.5 acres of on-site

park space. Additionally, the payment of park impact fees by the Applicant will provide for the acquisition of additional City park space and recreation improvements.

Additionally, as indicated in Response to Comment No. 17-4, the Applicant has announced its preference for a revised plan for the project, which is referred to as Douglas Park. Douglas Park will result in fewer residences, an associated decrease in population growth, and an increase in park space. Therefore, if Douglas Park is approved, impacts on public services will be less as compared with the proposed project. Furthermore, Douglas Park will still have a positive fiscal impact and is anticipated to generate a net annual net surplus of $2.4 million to $3.6 million to the City's General Fund at full buildout of the proposed uses. A copy of the Fiscal Report for Douglas Park is also available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.

COMMENT 17-9

Thank you for the opportunity to respond to the Draft EIR. If you have any questions regarding this matter, please do not hesitate to contact us.

RESPONSE 17-9

This comment does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. Therefore, no response is necessary.

LETTER NO. 18

City of Long Beach
Airport Bureau
Chris Kunze, Airport Manager
Long Beach, CA

COMMENT 18-1

I have reviewed the PacifiCenter Draft EIR (EIR No. 36-02) and offer the following comments relative to "Airport adjacency" issues. Please forward the comments with which you concur to Angela Reynolds, Planning & Building, by April 12th.

Overall Assessment of DEIR Comprehensiveness Re: Airport Adjacency Issues

RESPONSE 18-1

The comment acknowledges that the Long Beach Airport Bureau has reviewed the Draft EIR. Specific comments on the Draft EIR and responses follow.

COMMENT 18-2

– Review of the DEIR generally indicates a very thorough treatment of Airport-adjacency issues.

– The most significant adjacency issue is that of residential use within Pacifi Center. Mitigation measures (acoustical treatment, avigation easements, stipulations regarding conformance with Noise Compatibility Ordinance for any on-site aviation uses, acknowledgement covenants regarding airport environs, and the like) are good and necessary if residential is permitted.

RESPONSE 18-2

The comment regarding the Draft EIR's thorough discussion of airport-adjacency issues and acknowledgement that the proposed mitigation measures are good and necessary if residential uses are permitted is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 18-3

– The DEIR appears to have addressed mandatory and existing applicable standards, however, ultimate decision makers need to be aware that "quality of living environment' issues remain regarding residential uses adjacent to the Airport, specifically based on sideline single event noise, aircraft low altitude overflights, and engine runups from Boeing and other Airport sources.

RESPONSE 18-3

Quality of life is a general term and typically consists of a variety of factors including noise, air quality, transportation/congestion management, availability of services (e.g., water, solid waste, schools, police and fire), and provision of open space. In accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines, Section V.H, Land Use and Planning, of the Draft EIR includes an analysis of land use compatibility with adjacent uses, including the airport. As discussed therein, due to the geographic distribution of the proposed uses within the site, the project will be compatible with the surrounding off-site areas. The proposed residential uses will be located in the northern portion of the site, with the more intense commercial and light industrial uses located closer to the Airport to the south.

The "quality of living environment" issues regarding residential uses near the Airport specific to noise (e.g., community noise equivalent levels, sideline single event noise, aircraft low altitude overflights, and engine runups) were thoroughly evaluated in Section V.I, Noise, of the Draft EIR. In compliance with the policies of the Airport Land Use Plan (ALUP), California Title 21, and FAA Guidelines, the published Airport CNEL contours were used to assess potential airport noise impacts upon the proposed residential uses and associated outdoor recreational areas within the project development. LBMC Chapter 16.43.050(A) states that, "it is the goal of the City that incompatible property in the vicinity of the Airport shall not be exposed to noise above 65 CNEL." As the analysis concluded, and as indicated by Figure 55 on page 536 of the Draft EIR, the residential uses and associated outdoor recreational areas proposed within the project site will be outside of the 65 CNEL contour based upon the maximum expected operating scenario allowed by LBMC Chapter 16.43. Therefore, the proposed residential uses will be noise compatible land uses. In addition, in response to public input and comment, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will result in fewer residences. In accordance with the proposed Development Agreement for the project, all of the residential uses will be outside of the Airport's 60 CNEL contour and, thus, will be noise compatible land uses.

A discussion of potential effects from single event noise exposure levels (SENEL) was provided on page 535 of Section V.I, Noise, of the Draft EIR. The analysis concluded that interior SENEL noise levels only correspond to a 5 percent probability of awakening (FICAN, Annual Report Federal Interagency Committee on Aviation Noise, 1997). Also, with the exception of general aviation, the Airport has a curfew that limits operations to between 7 A.M. and 10 P.M. Any general aviation operations occurring between 10 P.M. and 7 A.M. would be limited to Runway 12/30, which will preclude overflights across the project site during these hours. Thus, sleep disruption is unlikely given the low probability of awakening from SENEL noise levels coupled with the fact that the Airport has a curfew. However, it was concluded that internal SENEL noise levels from aircraft operations could be intermittently problematic from a speech interference level and that aircraft operations could briefly interfere with speech communication for outdoor activities. Interference with speech would be limited as the north/south (16L/34R and 16R/34L) runway flight pattern is used infrequently by small single engine aircraft due to the short runway length, limitation for only visual operations, and the 10:00 P.M. curfew.

With incorporation of the Douglas Park plan, the residential uses will be located farther away from Runway 12/30 and, as a result, the SENEL will be reduced by approximately 5 dB with a corresponding reduction to 3 percent in probability of awakening

from aircraft SENEL. This preferred plan will also result in reduced likelihood of internal speech interference. However, during outdoor activities aircraft operations may still briefly interfere with speech communication.

A discussion of potential effects from overflight noise (e.g., runway 16R and 16L, as well as helicopter operations) was provided on pages 537 and 538 of the Draft EIR. As concluded, overflight noise may be a source of annoyance to proposed sensitive receptors on the project site as a portion of the proposed residential uses are within the 60 CNEL contour and approximately 7 percent of the population is highly annoyed by a 60 dB CNEL (FICAN, Federal Agency Review of Selected Airport Noise Analysis Issues, August 1992). Due to the increased distance of residential uses from the Airport's 60 dB CNEL contour, implementation of the Douglas Park plan will result in a slight reduction in the annoyance of proposed sensitive receptors on the project site.

An in depth analysis of potential effects from Boeing engine run-up events was also provided on page 539 of the Draft EIR. Mitigation measures will limit the development of residential uses in close proximity to the Boeing Enclave until such time that 717 run-up activities permanently cease and will require the preferential use of testing positions along the southern side of the Boeing Enclave (Numbers 1-6) so that the engines are facing away from proposed residential uses and towards the Airport. Therefore, interior noise levels will not be expected to significantly interfere with typical speech communication, watching television or similar activities taking place indoors. However, it was concluded that 717 engine run-up noise may interfere with speech communication during outdoor activities. Given the infrequency of these run-up tests (i.e., approximately 16 C-17 tests and 12 B-717 tests projected per year), these tests will not result in a problematic “quality of living environment” issue. With implementation of the Douglas Park plan no changes in noise levels would be anticipated since the project features limit development of residential uses within close proximity to the tests until 717 run-up activities permanently cease.

Other project features and residential mitigation measures will also serve to reduce potential “quality of living environment” noise issues from aircraft operations at Long Beach Airport. Specifically, Mitigation Measure V.I-14 requires insulation for all residential buildings on the project site to reduce interior noise levels below 45 dBA CNEL and a minimum outside-to-inside noise insulation of 30 dBA for any residential development within the delineated residential area (i.e., hatched area) provided in Figure 54 of the Draft EIR. In addition, Mitigation Measure V.I-15 requires all persons purchasing, leasing, or renting residential land or property within the development to sign an Acknowledgement of Notice of Airspace And Avigation Easement as provided in the Development Agreement for the project. The Acknowledgement of Notice of Airspace And Avigation Easement shall specify the portion of the property being purchased, or leased, or rented; shall

disclose that an Airspace and Avigation Easement has been recorded against the property and is binding upon all persons owning, leasing, or using the portion of the property being sold, leased, or rented; and shall disclose the fact that the subject property is in the immediate vicinity of the Airport; that there may be noise and other related impacts because of proximity to the Airport; that the proximity to the Airport may affect normal activities on, and the comfortable use and enjoyment of property; and that market value may be adversely affected. In addition, the Acknowledgment will contain an express acknowledgment by the purchaser, renter, or lessee that it is purchasing or leasing the specified portion of the property subject to a recorded Airspace And Avigation Easement and that, in so doing, it is waiving legal claims and rights which it might otherwise have with respect to the aviation activities permitted by the Easement.

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COMMENT 18-4

– The DEIR introduction accurately states that "potential areas of controversy and issues to be resolved by the decision makers include ... issue areas where concerns have been raised ...indicating a level of controversy". "Issue areas include the relationship of proposed residential uses to existing aviation-related uses, including aircraft overflights". At least some of the controversy is based on the knowledge and belief that, based on historical and current negative reaction to Long Beach Airport operations from some residential areas, some of that negative reaction is based on impact variables that are not defined as significantly problematic based on the standards applied to assessment of Airport impacts on the proposed residential component of PacfiCenter . In other words, meeting the noise and other aviation-related impact standards utilized in the DEIR analysis, given experience at the Long Beach Airport, will not address all perceived "quality of living environment" issues.

RESPONSE 18-4

All applicable thresholds of significance related to potential airport noise impacts were incorporated into the Draft EIR. In compliance with the policies of the Airport Land Use Plan (ALUP), California Title 21, and FAA Guidelines, the published Airport CNEL contours were used to assess potential noise impacts upon the proposed residential uses and associated outdoor recreational areas within the project development resulting from airport noise. As demonstrated by Figure 55 on page 536 of the Draft EIR, the residential uses and associated outdoor recreational areas proposed within the project site will be outside of the 65 CNEL contour based upon the maximum expected operating scenario allowed by LBMC Chapter 16.43. Under the Douglas Park plan as discussed in Response

to Comment No. 18-3, all of the residential uses will be located outside of the 60 CNEL contour.

The noise assessment provided in the Draft EIR also recognizes that “quality of living environment” issues regarding residential uses near the Airport specific to noise (e.g., sideline single event noise, aircraft low altitude overflights, and engine run-ups) require analysis so that decisionmakers can make an informed decision regarding the project. Therefore, as discussed in Response to Comment No. 18-3, the issues raised by the Commentor were thoroughly evaluated in Section V.I, Noise, of the Draft EIR to provide decisionmakers the necessary information to make an informed decision.

COMMENT 18-5

– Actual experiential considerations, which may not have been addressed in detail by the DEIR, are noted below. These, although possibly not EIR issues, should be considerations of ultimate decision makers regarding land use components of PacifiCenter.

RESPONSE 18-5

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. Specific comments on the Draft EIR and responses follow. As indicated by the following responses, airport adjacency issues including safety, noise, and land use compatibility have been addressed thoroughly in the Draft EIR based on all relevant local, state, and federal requirements and guidelines. Please refer to Section V.E, Hazards; Section V.F, Noise; and Section V.H, Land Use and Planning, of the Draft EIR.

COMMENT 18-6

Noise from Arriving/Departing Aircraft

– The DEIR suggests that it is "reasonable to rely on published CNEL contours to assess potential noise impacts upon the residential land uses". It finds no significant impact because of the residential area being outside of the 65 CNEL contour. Actual community response to aircraft noise in the Long Beach area suggests that quality of living impacts – at least as judged by complaints received – relates more to single event noise and unique occurrences, rather than being at or near the 65 CNEL contour line.

RESPONSE 18-6

The Department of Building and Planning concurs that community response to aircraft noise is not exclusively a function of compliance with the 65 CNEL contour, but also relates to single event noise and unique occurrences. However, for purposes of

compliance with CEQA, all applicable thresholds of significance related to potential airport noise impacts were incorporated into the Draft EIR. In compliance with the policies of the Airport Land Use Plan (ALUP), California Title 21, and FAA Guidelines, the published Airport CNEL contours were used to assess potential noise impacts upon the proposed residential uses and associated outdoor recreational areas within the project development resulting from airport noise. In addition, LBMC Chapter 16.43.050(A) states that, "it is the goal of the City that incompatible property in the vicinity of the Airport shall not be exposed to noise above 65 CNEL." As the analysis concluded and as indicated by Figure 55 on page 536 of the Draft EIR, the residential uses and associated outdoor recreational areas proposed within the project site will be outside of the 65 CNEL contour based upon the maximum expected operating scenario allowed by LBMC Chapter 16.43. Under the Douglas Park plan as discussed in Response to Comment No. 18-3, all of the residential uses will be located outside of the 60 CNEL contour.

As discussed above in Response to Comment Nos. 18-3 and 18-4, the noise assessment provided in the Draft EIR also recognizes additional issues regarding residential uses near the Airport specific to noise (e.g., sideline single event noise, aircraft low altitude overflights, and engine runups). Analysis of these additional indicators was conducted so that decision makers would have information to make an informed decision regarding the project. Therefore, as discussed in Response to Comment No. 18-3, the issues raised by the Commentor were thoroughly evaluated in Section V.I, Noise, of the Draft EIR to provide decisionmakers the necessary information to make an informed decision.

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 18-7

– Worst-case single event (SENEL) magnitudes are based on MD-80 departures. Although this is not unreasonable as a general assumption, decision makers need to know that on a daily basis, there are louder SENEL noise events. Some of these are violations of the Noise Ordinance, which although small in number, will continue to occur based on history. Other very loud SENEL noise events are caused by very high performance aircraft which use their performance to quickly climb while over airport property (thus causing significant "sideline noise" exposure to PacifiCenter acreage), so that they can then reduce thrust in order to meet the noise limits at the enforcement noise monitor off of the end of the Airport's main runway.

RESPONSE 18-7

As discussed in Response to Comment No. 18-6, for purposes of compliance with CEQA, all applicable thresholds of significance related to potential airport noise impacts were incorporated into the Draft EIR. In compliance with the policies of the Airport Land Use Plan (ALUP), California Title 21, and FAA Guidelines, the published Airport CNEL contours were used to assess potential noise impacts upon the proposed residential uses and associated outdoor recreational areas within the project development resulting from airport noise. As the analysis concluded and indicated by Figure 55 on page 536 of the Draft EIR, the residential uses and associated outdoor recreational areas proposed within the project site will be outside of the 65 CNEL contour based upon the maximum expected operating scenario allowed by LBMC Chapter 16.43. Under the Douglas Park plan as discussed in Response to Comment No. 18-3, all of the residential uses will be located outside of the 60 CNEL contour.

An assessment of SENEL noise levels was provided in the Draft EIR for informational purposes as there are no applicable significance thresholds. The fact that there can be aircraft noise events louder than the MD-80 was acknowledged in Section V.I, Noise, page 512, of the Draft EIR. However, the hypothetical typical SENEL for a MD-80 departure was provided in the assessment as a reasonable estimate of worst-case SENEL for planning purposes. In addition, the Airport provided the MD-80 departure SENEL contour in their NOP comment letter as an example of high SENEL noise levels at the Airport. Air carrier operations during the first quarter of 2003 were predominately A-320s and to a lesser extent MD-80s. Specifically, A-320s and MD-80s represent approximately 69 and 15 percent of the 33.8 average daily air carrier flights, respectively. Therefore, in addition to the MD-80 SENEL noise contour, the analysis in the Draft EIR provided A-320 SENEL noise contours to provide a range of SENEL noise levels anticipated from some of the larger jet aircraft servicing the Airport. As discussed above in Response to Comment No. 18-3, the analysis in the Draft EIR concluded that interior SENEL noise levels correspond to a low probability of awakening; interior SENEL noise levels from aircraft operations could be intermittently problematic from a communication standpoint; and aircraft operations at the Airport (i.e., Runways 12/30, 16L/34R, 16R/34L, 7L/25R, and 7R/25L) could briefly interfere with speech communication for outdoor activities. Interference with speech would be limited as the north/south (16L/34R and 16R/34L) runway flight pattern is used infrequently by small single engine aircraft due to the short runway length, limitation for only visual operations, and the 10:00 P.M. curfew.

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 18-8

– Although construction variables (acoustical treatment, etc) can address/mitigate internal noise levels to acceptable standards, the issue of annoyance and speech interference levels still exist for outside living conditions.

RESPONSE 18-8

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. Please refer to Response to Comment No. 18-3, regarding potential annoyance and speech interference levels for outside living conditions related to the Airport.

COMMENT 18-9

– Some R-22 helicopter noise events were monitored at the site, and Max A-level readings were presented. Heavier and higher performance helicopters, however, overfly the site and in fact generate complaints from residential areas further away from the Airport than PacifiCenter.

RESPONSE 18-9

As discussed on page 512, in Section V.I, Noise, of the Draft EIR, the Airport has approximately 60,000 annual helicopter operations per year, in which the predominant east/west configuration is used most of the time and inbound and outbound routes occur between 7L/25R and 7R/25L generally in line with Wardlow Road. The north/south configuration is used less frequently and inbound and outbound routes occur between 16R/34L and 16L/34R generally in line with Downey Avenue and Redondo Avenue. The north/south configuration is the only path that crosses the project site. The preponderance of helicopters that would fly over the project site would be R-22 helicopters (primarily due to training exercises). However, emergency services helicopters also operate out of the Airport. These emergency services operations are flown with a variety of different helicopters, some of which are louder than the R-22 helicopter measured noise levels provided in the Draft EIR. The Los Angeles Sheriff's Department typically has two to six operations per night which travel north across the project site following Downey Avenue. In addition, the Long Beach Police Department has eight to ten operations per night and typically takes the most direct path to the emergency, which could occur across the project site. These events are infrequent and are unscheduled. . As discussed on page 538, in Section V.I, Noise, of the Draft EIR, it is acknowledged that these emergency services helicopter operations will result in overflights across the project site. In addition, please note that the R-22 helicopter measurement data provided in the Draft EIR was included as an example of helicopter noise levels, as the preponderance of helicopters that would fly over the project site would be R-22 helicopters.

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 18-10

Aircraft Overflight

– The DEIR states that overflights related to Runway 16L "may be a source of annoyance ...as a portion of the proposed residential uses are within 60 CNEL...and general community atitude [*sic*] toward 60 CNEL results in 7% of the population being highly annoyed". 7% of several thousand people yield hundreds of highly annoyed people. Also, flight tracking of aircraft on approach to the Airport over the proposed PacifiCenter residential area show that some of the aircraft would be between 200-300 feet above the ground (even lower relative to a multi-story apartment building with outside decks), where annoyance according to some acousticians is more a function of fear than actual magnitude of sound.

RESPONSE 18-10

While the Commentor correctly identifies that the Draft EIR provided a conservative assessment of the potential percentage of the population that may be highly annoyed from being located within the Airport's 60 CNEL, it is important to note that the vast majority of the residential uses will be outside of the Airport's 60 CNEL contour and, therefore, the potential for annoyance from aircraft noise is reduced. As an example, CNEL noise levels less than or equal to 55 dBA CNEL result in a 3 percent of the population being highly annoyed. Furthermore, under the Douglas Park plan, all of the residential uses will be outside the 60 CNEL contour.

As shown in Figure 43 of the Draft EIR, only a small portion of the proposed homes will be located under the flight path of Runway 16L/34R. In addition, this runway is used less frequently and only by small aircraft during daylight hours.

COMMENT 18-11

– The DEIR shows as a mitigation measure, the alignment of internal streets along the extended runway centerline of the Airport's Runway 16L/34R. DEIR Page 117, Figure 4, and also Figure 8 of the Noise Assessment Report, show roadway alignments inconsistent with this mitigation measure.

RESPONSE 18-11

The two figures referenced in this comment do not show all of the internal streets of the project and as such should not be used for demonstration of compliance with the referenced mitigation measure (Mitigation Measure V.E-6). The Commentor is instead referred to Figure 5, Illustrative Site Plan, on page 118, and Figure 42, Relevant Airport Layout Plan Components in Project Vicinity, on page 42, of the Draft EIR, which show that internal streets will extend along the Airport's Runway 16L/34R centerline.

COMMENT 18-12

– One aircraft runup noise mitigation measure (V.1-17) states that residential uses in close proximity to the Boeing Enclave shall be prohibited until runup activities permanently cease in the B-717 runup area. It should be made clear that residential would be prohibited as long as that runup area was used for any engine runups, such is currently the case with Boeing's C-17 aircraft.

RESPONSE 18-12

As a point of clarification, Mitigation Measure V.I-17 on page 539, Section V.I, Noise, of the Draft EIR, states that "development of residential uses in close proximity to the Boeing Enclave shall be prohibited until such time that run-up activities permanently cease in the 717 run-up area. The delineation of this area is provided in Figure 54 of this EIR."

The analysis of potential impacts related to the Boeing Enclave presented on page 539, in Section V.I, Noise, of the Draft EIR, concluded that C-17 engine run-up tests would result in a less than significant noise impact and, as such, additional mitigation measures for Boeing's C-17 aircraft run-up area are not warranted or required.

COMMENT 18-13

– The engine runup analysis indicates that the highest noted Boeing engine run noise reading during a sample period was 87 dBA, "similar to the SENEL of a single MD-80 departure on Runway 30". This correlation might be valid relative to a one minute or less engine run, however, the PacifiCenter analysis noted much longer engine runs, including a B-717 high velocity engine run with a 5-minute continuous duration. Longer durations at a noise level in the 80s of SENEL would impact outdoor communications and likely generate annoyance.

– Engine run noise, because of duration, can cause high annoyance within the PacifiCenter populace, especially those who happen to be outdoors or with open windows. Growth in Boeing and other manufacturing programs could add to this problem.

RESPONSE 18-13

As discussed in Section V.I, Noise, of the Draft EIR, Boeing 717 engine tests vary from brief periods of idle (10 to 30 minutes) to full-thrust runs (1 to 5 minutes) throughout the day. To characterize the noise levels produced by a 717 aircraft engine run-up, two such tests were surveyed on November 6, 2001 and July 17, 2003. A summary of measured noise levels was provided in Appendix B of the Noise Assessment Technical Report. The highest maximum (L_{max}) noise level was 87 dBA with an average (L_{eq}) noise level of 77 dBA L_{eq}, measured at a distance of 2,100 feet. All other measurement data indicated that 717 engine run-up noise levels would be less than 67 dBA L_{max} with an average (L_{eq}) noise level of 65 dBA L_{eq} at the same distance. Therefore, the analysis of 717 engine run-up noise conservatively used the highest measured noise levels even though the noise levels were not necessarily consistent with the other lower noise level measurements.

The highest measured noise levels adjusted for distance to the closest residential uses under the 2,500 unit PacifiCenter proposal (i.e., 1,800 feet) results in a maximum (L_{max}) noise level of 88 dBA and a 78 dBA L_{eq}. This test occurred for approximately five minutes and the engine settings were 61 percent left and 89.8 percent right. While the City concurs that a correlation between L_{max} and SENEL would be difficult if the L_{max} and L_{eq} were similar (i.e., steady-state noise levels), the measured L_{eq} was 10 dBA lower than the L_{max}. Therefore, since the measured L_{eq} was significantly lower than the L_{max} and all other noise measurements were less than 65 dBA L_{eq}, it is both reasonable and conservative to conclude that the noise levels for the 717 engine run-up test would be similar to the hypothetical typical sound exposure level for a single MD-80 commercial jet aircraft departure on Runway 30, which could be as high as 85 SENEL at the monitoring position.

As concluded in the analysis, 717 engine run-up tests will not be expected to significantly interfere with typical speech communication, watching television or similar activities taking place indoors. However, 717 engine run-up noise may interfere with speech communication during outdoor activities. Boeing projects a 717 production rate of 12 per year through year 2005 and there is no evidence to support an increase in Boeing's production. Therefore, given the infrequency of these run-up tests, the project is not anticipated to result in significant annoyance within the project populace.

COMMENT 18-14

The DEIR did not address non-Boeing runups, which currently typically occur at the center of the Airport's infield on a fairly frequent basis. Engine run noise does not show up as SENEL or CNEL measurements at the Airport's 18 monitoring sites, however, the noise and related vibrations are a source of occasional complaints from nearby residential areas.

RESPONSE 18-14

As noted in the comment, there are occasional complaints about noise from engine run-ups in the area designated by airport management. These noise sources are not recorded as single noise events on the airport monitoring system and, as a result, are not a factor in the calculation of the noise contours. The controlling noise sources in the development of the noise contours that were used in the Draft EIR evaluation are the jet aircraft flight operations. These operations are the dominate factor in the noise exposure metric that is used by the airport.

The engine run-up tests that occur at the center of the Airport's infield were not specifically discussed in the Draft EIR. However, the analysis presented in Section V.I, Noise, of the Draft EIR, provides a conservative assessment of potential impacts from on-site (Boeing) engine run-up tests referred to in this comment. Based on discussions with the Airport, the Airport's run-up tests occur approximately once per week and are approximately 4,000 feet from the closest proposed residential use or 2.2 times the distance analyzed for the 717 run-up area. Please refer to Response to Comment Nos. 18-3 and 18-13 for a discussion of potential impacts from the on-site (Boeing) engine run-up tests.

COMMENT 18-15

– Because off-Airport engine runs are not governed by the Airport's Noise Compatibility Ordinance, agreements between the City and Boeing regarding PacifiCenter should specify a conformance requirement. Also, it may be useful for the City and Boeing to explore future engine run noise mitigation, through joint efforts such as shared, baffled engine run areas if/where feasible.

RESPONSE 18-15

While not required to do so, Boeing complies with requirements in LBMC Chapter 16.43.030(B), which limits engine run-ups between the hours of 7 A.M. and 9 P.M. on weekdays and 9 A.M. and 9 P.M. on weekends and holidays. In addition, engine run-ups are typically not performed after sunset. Also, as indicated in Mitigation Measure V.I-16: "Aircraft related to new aviation-related uses proposed within the project

site shall comply with requirements in LBMC Chapter 16.43.030(B) which limits engine run-ups to designated areas at the Airport and between the hours of 7 A.M. and 9 P.M. on weekdays and 9 A.M. and 9 P.M. on weekends and holidays."

The City and Boeing are willing to explore future engine run noise measures through joint efforts such as shared, baffled engine run areas if and/or where feasible. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 18-16

Conclusions

– With regard to Airport interface issues, the bottom line DEIR assessment is that no significant unmitigatable [*sic*] problems exist for residential uses within the PacifiCenter development. Based on the above-identified issues, there are certainly some issues related to aircraft noise, aircraft overflight, and aircraft engine runups which, although they may not breach certain standards, may well impact the quality of residential living within PacifiCenter. As such, these issues should be given due consideration by decision makers when balancing the benefits and disbenefits of residential uses.

– As suggested as mitigation measures, components such as avigation easements and acknowledgement covenants are necessary and appropriate. However, the quality of the residential environment needs to be considered carefully, in addition to liability limitation.

RESPONSE 18-16

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. However, as indicated in the comments above, issues related to aircraft noise, aircraft overflights, and engine run-ups were discussed in the Draft EIR so that decisionmakers can make informed decisions regarding the project.

COMMENT 18-17

– Should residential uses be permitted, implementation phasing is an important consideration. The DEIR states that the initial phases will focus on development of housing as a component. Phasing that is revenue and/or market based alone could in theory allow 2,500 residential units to be built, with thousands of residents. This could occur with no commensurate commercial/industrial/ retail job producing development. This is not only a stakeholder issue (someone living and working on the site might be less sensitive to airport noise and overflights than someone just residing there), but potentially

a noise exposure magnitude issue, especially for aircraft engine runup noise. For example, a two or three story commercial building between the noise generator and residential receptor, may to some degree reduce the magnitude of the noise and annoyance. Consider the 22 ft. noise berm at the southeast corner of the Airport, which reduces perceived noise levels by one-half for residential properties bordering Clark Avenue. In addition, an infrastructure phasing plan is proposed as part of the project, which will encourage development of commercial uses within the site.

RESPONSE 18-17

As discussed in Response to Comment No. 18-3, the residential uses and associated outdoor recreational areas proposed within the project site will be outside of the 65 CNEL contour based upon the maximum expected operating scenario allowed by LBMC Chapter 16.43 which will not be a function of the commercial development schedule. Additionally, under the Douglas Park plan as discussed in Response to Comment No. 18-3, a maximum of 1,400 residential units would be built and all of the residential uses will be outside of the 60 CNEL contour. Though noise reduction benefits might be obtained from orientation of commercial buildings, the evaluation used in the Draft EIR only accounts for Buildings 41A and 15 to remain as long as engine run-ups occur within the Boeing Enclave. Please refer to Response to Comment Nos. 18-3 and 18-13 for a discussion of potential impacts from Boeing engine run-up tests.

COMMENT 18-18

– Based on negative reaction to Airport noise from some new residents in areas near the Airport, even though one would think that they would be aware of the Airport's existence when moving in, acknowledgement covenants could possibly be further bolstered by strong, positive aviation theming of the PacifiCenter site (especially the residential component if it is to be built). Signage, street names, banners, special treatments such as displayed aircraft, possibly even a museum of sorts which highlights not only the history of the Airport, but the history of the site relative to aircraft manufacturing, could be helpful in inducing a more positive, rather than negative, reaction to the Airport's adjacency.

RESPONSE 18-18

In response to public input and comment, the Applicant has indicated its preference for a revised plan which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. The proposed name for the revised plan, Douglas Park, highlights the project site's historical significance to aviation. Additionally, as discussed in Section V.C, Cultural Resources, the proposed project will provide an on-site interpretive program display or other graphic and textual representation to educate the public about the history of the project site. The program will include information about the

site's contribution to the aviation industry, World War II, and the development of Long Beach and Lakewood.

COMMENT 18-19

– Finally, on a different issue, any PacifiCenter on-site aviation uses would present real opportunities to add uniqueness to PacifiCenter commercial offerings, which could very positively increase its marketability and reinforce the suggested theming. It should be assured, however, that the relationship is one of providing direct access to the air transportation system via the Airport's runways (good example would be corporate aircraft hangars with commercial office space), and not for the conduct of commercial aviation business on PacifiCenter property that would compete with on-Airport business and effectively lower Airport leasehold land values.

RESPONSE 18-19

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

As discussed in Section III, Project Description, of the Draft EIR, the project could include an optional component allowing for the continuation of a limited amount of specific aviation-related uses in the southern portion of the site adjacent to the Airport. Such uses will primarily serve as an amenity to businesses at the project site. In addition, as discussed in Section V.E, Hazards and Hazardous Materials, the Airport proprietor may permit "through-the-fence" operations, which allow businesses or individuals adjacent to the airport (i.e., on the project site) who do not rent business space at the airport to have access to the airport infrastructure from outside property or utilize airport property to conduct a business. More common types of “through-the-fence” agreements are for freelance flight instruction, aircraft maintenance, and aircraft hangars. A mitigation measure is provided in Section V.E, Hazards and Hazardous Materials, page 389, of the Draft EIR stating that a "through-the-fence" agreement for a proposed aviation-related use shall be submitted to the Airport for review and approval and that the Airport will consult with the FAA. Therefore, it can be assured that on-site aviation uses will be compatible with the existing Airport uses.

COMMENT 18-20

Hopefully, the above comments and identified issues will be considered by decision makers when considering residential uses within PacifiCenter in order to address the indicated level of controversy identified in the DEIR regarding this issue.

RESPONSE 18-20

Pursuant to CEQA Guidelines Section 15088, written comments received regarding the Draft EIR have been reviewed and responses to each of them have been prepared. In addition, all of the comments within this and other comment letters will be forwarded to the City's decisionmakers for review and consideration.

LETTER NO. 19

City of Lakewood, Community Development Department
Charles K. Ebner, AICP, Director of Community Development
5050 Clark Avenue
Lakewood, CA 90712

COMMENT 19-1

The following are the City of Lakewood's comments on the Draft Environmental Impact Report for the project known as the PacifiCenter @ Long Beach:

Traffic:

Many of our initial comments on previous administrative drafts of the EIR have been incorporated and/or addressed in the current Draft EIR. However, we still have the following comments and concerns that should be addressed in the Final EIR for the project:

RESPONSE 19-1

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. This comment acknowledges that the Draft EIR has incorporated and/or addressed many of the City of Lakewood's initial comments. Additional comments from the City of Lakewood regarding the Draft EIR and associated responses follow.

COMMENT 19-2

1. The City of Lakewood requested in the NOP comment letter dated December 13, 2002, that the traffic study should incorporate a traffic survey to determine whether there is any evidence of cut-through traffic today on Lakewood Drive.

No survey was reported in the Draft EIR. It is requested that this survey be conducted to establish a baseline condition prior to any PacifiCenter development. This baseline is necessary to establish whether any cut-through traffic starts or increases subsequent to development of PacifiCenter.

RESPONSE 19-2

The City of Lakewood has no adopted or proposed criteria for evaluating the significance of traffic impacts on residential streets on a City-wide basis. Absent such criteria, the City of Long Beach criteria were assumed and uniformly applied to all of the residential streets analyzed in the Draft EIR. These criteria state that a project is considered to have a significant traffic impact on a residential street if it adds 500 or more daily trips and/or 50 or more trips during any hour. Therefore, the traffic volumes presented in Table 66, page 684, and Table 69, page 706, Draft EIR, provide sufficient information to make an assessment of project impacts on Lakewood Drive. These tables indicate that by 2002 the project would increase traffic on Lakewood Drive between Ann Arbor Road and Carson Street by 100 daily trips, including 3 in the A.M. peak hour and 16 in the P.M. peak hour. Hence, no cut-through traffic survey of Lakewood Drive is necessary.

On May 28, 2004, several weeks after the close of the Draft EIR comment period, the City of Lakewood transmitted information regarding a cut-through traffic survey it had conducted on Lakewood Drive on March 30, 2004. The traffic volumes measured on Lakewood Drive on this day are consistent with the existing volumes used in the Draft EIR. The traffic survey information from the City of Lakewood indicates that more than half of the current peak-hour traffic on Lakewood Drive is comprised of cut-through traffic. It is not clear from the information whether some portion of the traffic categorized as cut-through traffic might not also include traffic generated from neighboring streets, such as Ann Arbor Road, Annapolis Road, Fleetwood Road and Country Club Drive.

COMMENT 19-3

2. The Area-Wide Adaptive Traffic Control System (ATCS) and Intelligent Transportation System (ITS) Measures (Mitigation Measures V.L-1, V.L-2, and V.L3) represent the foundation of traffic mitigation for the project. Prior to finalizing the EIR, several significant issues require further discussion and coordination with Long Beach. The overall ATCS and ITS requires more definition and compliance mechanisms, including:

a. Timing mechanism: There is no triggering mechanism to ensure timely implementation.

b. Ongoing maintenance/staffing: This mitigation measure should also require physical construction of a transportation command center and ongoing full-time staffing in addition to design and construction responsibilities.

RESPONSE 19-3

As stated on page 726 of the Draft EIR, the traffic mitigation measures will be implemented in a phased manner that mitigates off-site traffic impacts before they become significant. A methodology has been devised that phases the implementation of these measures in a feasible and timely manner to mitigate the significant traffic impacts they address. The Transportation Improvements Phasing Program is summarized in Section III, Corrections and Additions, of this Final EIR.

Two factors were taken into account in devising this phasing program. First, for those improvements being made to public streets adjacent to the project site, the subareas of the site that are expected to contribute traffic directly to those streets were identified. This was accomplished by reviewing the proposed project site plan and the site-adjacent public streets. Development occurring within these subareas was then assumed to be the "trigger" requiring a particular site-adjacent improvement. However, site adjacent roadway improvements involving critical internal streets were also considered and it was determined that these measures are to be implemented according to the Phase I infrastructure improvement schedule.

Second, for those improvements and measures not adjacent to the site, an analysis was made to determine the specific level of trips at which the project impact at each study intersection would become significant. For this analysis, project impacts were assumed to be proportional to the net project trip generation occurring during the P.M. peak hour, which is substantially higher than the A.M. peak-hour generation. Also, cumulative increases in traffic were assumed to be proportional to project impacts. These assumptions are considered reasonable and were necessary to arrive at a single measure of project size; i.e., trip generation, which correlates to the significance of a project impact. The formulas used are as follows:

Project Traffic Impact = Traffic Impact of Completed Project x (Project Trip Generation / Completed Project Trip Generation)

and

Cumulative V/C Ratio = Existing V/C Ratio + [(With Project V/C Ratio – Existing V/C Ratio) x (Project Trip Generation / Completed Project Trip Generation)]

Except for the dependent variables and project trip generation, all values were taken from the project traffic study presented as Appendix Q, Traffic Impact Study Report, of the Draft EIR. Trip generation was then solved for: (1) when the project traffic impact would equal 0.020; and (2) when the Cumulative V/C ratio would equal 0.901. These are the criteria used in the traffic study to identify significant project impacts at the study intersections. The project trip generation when these criteria would be satisfied was then taken to be the trigger value for mitigation being required at the particular study intersection.

Several types of traffic mitigation measures have been proposed for the project. It was assumed that initial funding for a neighborhood traffic management program would be provided at the time the first building permit is issued, with supplemental funding, if necessary, provided at a later date. This program may include such measures as speed humps; additional Stop signs; turning prohibitions; chokers; diverters; traffic circles; woonerfs ("chicanes"); through traffic movement restrictions; one-way streets; parking restrictions; retiming of traffic signals; and architectural neighborhood identity gates or monuments. The TDM Program was assumed to be implemented beginning with the completion of the first Office Park ("Commercial") use. The TDM Program would benefit all study intersections and was assumed as part of the base condition in the determination of the significant impact trigger values. Next, the ATCS/ITS measures and related infrastructure were assumed to be phased in along the eight major arterials as identified in the Draft EIR and traffic study. Lastly, it was assumed that specific intersection improvements, where feasible, would also be implemented at those off-site intersections where project impacts would be greater than could be mitigated by the ATCS/ITS measures.

The intersection impact analyses were rerun, first assuming only the TDM Program and ATCS/ITS measures were implemented, and then assuming only the TDM Program and the off-site intersection improvements were implemented. Based on these results, the trigger values were recalculated using the above formulas. These results were then used to prioritize implementation of the mitigation measures at the significantly impacted intersections. The timing of the implementation of the measures is provided in Section III, Corrections and Additions, of this Final EIR. In addition, all study intersections and intermediate signalized intersections within the limits of the identified eight major arterials will be included in the ATCS/ITS program.

Mitigation Measure V.L-3, page 718, does require the construction of a centralized ATCS/ITS command center to operate and manage the area-wide ATCS and affiliated ITS measures. It is anticipated that this command center will be located within the City of Long Beach, and that there will be an official memorandum of understanding (MOU) or similar type agreement between the affected jurisdictions and parties as to operational responsibilities, procedures and protocols. Initial staffing and funding levels for the command center are expected to be determined when the MOU is finalized, which can be adjusted as need warrants.

COMMENT 19-4

c. The physical construction requirements in Lakewood should be constructed (not just funded) by the developer consistent with a timing mechanism noted above.

RESPONSE 19-4

The construction of the ATCS/ITS measures within the City of Lakewood will occur according to the phasing sequence described in Response to Comment No. 19-3, above.

COMMENT 19-5

d. To ensure that intersection improvements are made at the locations shown in Figure 66, mitigation measures should be required to be sufficiently designed (35 percent) prior to first building permits being issued so that an adequate financial requirement can be determined.

RESPONSE 19-5

Please refer to Response to Comment No. 19-3 above regarding the completion of intersection improvements. The Commentor's recommendation regarding the timing of the design of the improvements is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 19-6

e. Action indicating compliance should be City acceptance of improvements, not provision of funding.

RESPONSE 19-6

In response to this comment, the action indicating compliance for Mitigation Measures V.L-4 through V.L-15 has been modified to state "Documentation by the Applicant that improvements have been constructed and accepted by agency or agencies with jurisdiction." Please refer to Section III, Correction and Additions, of this Final EIR.

COMMENT 19-7

f. How the project will be funded needs more specificity, particularly, what will be the responsibility of the project applicant and what will be left for the jurisdictions to fund.

RESPONSE 19-7

The Development Agreement between the City and Applicant requires that the Applicant be responsible for ensuring the funding of the ATCS/ITS measures. It may be possible to incorporate local matching funds or other funding sources should they become available, which may allow a more extensive ATCS/ITS program to be implemented in the surrounding area. Funding participation by the City of Lakewood in the design and construction of the ATCS/ITS measures and the other traffic mitigation measures will not be required.

COMMENT 19-8

g. Placing the responsibility on the City of Long Beach for enforcement of the ATCS system may not work in getting the system implemented and operational given its multijurisdictional scope. Perhaps the enforcement agency will need to be a sub-regional agency like the Gateway Cities Council of Governments or a joint powers authority created specifically to operate and maintain the ATCS system.

RESPONSE 19-8

The Commentor's suggestion that the enforcement agency for the ATCS system may need to be a sub-regional agency or a joint powers authority is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 19-9

3. Residential Street Impact – The criteria established for a significant residential street segment impact is provided on page 690 of Volume II of the Draft EIR. This criteria says that an increase of 500 or more net daily trips (total both directions) or 50 or more net hourly trips (total both directions) on a residential street segment is an appropriate threshold before an increase in trips is considered significant. However, this is not an appropriate threshold for the City of Lakewood and specifically Lakewood Drive.

Table 69, page 706, of Volume II of the Draft EIR reports that Lakewood Drive between Ann Arbor and Carson carries an ADT of 1,460 and a peak hour volume of 160-165 vehicles. This volume is already high for a residential street segment. A criteria [*sic*] setting the threshold at a net increase of 500 or more daily trips or 50 or more peak hour trips would represent an increase of about 33 percent on Lakewood Drive. For a street of this

character, with direct driveway access, an increase of over 30 percent would allow for too significant of an impact to occur before mitigation would be required and the residents would likely be voicing complaints.

The projected project impacts with TDM noted in Table 69, 90 ADT and 14 P.M. peak hour trips, should be established as the maximum threshold for net project trip volume increase, and annual monitoring should be required. This annual monitoring, using license plate surveys or other technique to verify through traffic, should be required to confirm that these projected volumes are not exceeded, and further, that PacifiCenter would be required to modify their access to Carson Street if cut through traffic exceeds these projections.

RESPONSE 19-9

The City of Lakewood does not have any adopted or "policy" criteria for evaluating traffic impacts along residential street segments. Thus, the residential street impact criteria used in the analysis were those recommended by the Lead Agency, the City of Long Beach. These criteria are reasonable and were uniformly applied to all of the analyzed residential streets, including Lakewood Drive. Additionally, the criteria used in the EIR were made available to the City of Lakewood and its traffic consultant early in the traffic study preparation process.

Due to concerns about project traffic that have been expressed by residents in the Lakewood Drive area, this residential area could participate in Mitigation Measure V.L-18, which addresses non-residential traffic intrusion through the implementation of neighborhood traffic management measures. The project will provide the funding for this mitigation measure. Lakewood Drive residents could also request that some of this funding be used for traffic monitoring or other traffic measurements.

Vehicular access into and out of the project site at Carson Street has already been modified. There will be no more than one primary project street intersecting Carson Street. This street will be offset to the east of Lakewood Drive as requested by Lakewood Drive residents. At the discretion of the City, there may also be a driveway or a minor roadway serving the project that intersects Carson Street, in which case either one would be located to the east of the primary street and restricted to right-turn-only movements. Furthermore, Mitigation Measure V.L-18, as discussed above, would be adequate to address traffic intrusion issues on Lakewood Drive. Therefore, no additional modifications to the project's Carson Street access are necessary or appropriate.

COMMENT 19-10

4. Mitigation #V.L-9; This measure proposes the elimination of up to 37 parking spaces on Bixby Road between Cherry Ave. and Industry Ave. Nine of the spaces are designated commercial or loading zones. Aerial photography and recent surveys document high use of these on-street spaces. The loss of these spaces represents a potential significant impact that could be reasonably mitigated by consideration of at least two alternative measures to provide the necessary on-street capacity.

Alternative striping, channelization and physical widening options that reduce or completely eliminate the loss of on-street parking require thorough review and analysis in cooperation with Lakewood representatives prior to the adoption of this mitigation measure.

RESPONSE 19-10

The description of Mitigation Measure V.L-9 for Bixby Road at Cherry Avenue and a conceptual improvement plan depicting the measure were provided to the City of Lakewood and its traffic consultant, including information regarding the impact on approximately 37 parking spaces. All of this was provided early in the process (mid-August 2003) to allow the City the opportunity to request any changes. No objections or changes from the City or its consultant were received until the circulation of the Draft EIR. As noted on page 721 of the Draft EIR, there appears to be sufficient off-street capability to satisfy parking requirements for the adjacent uses, with the possible exception of delivery/service needs. Furthermore, as indicated in the Draft EIR, removal of some of the on-street parking may result in a shortage of parking during times of peak demand, resulting in a potentially significant impact.

The Commentor suggests that there may be other alternatives that provide the necessary mitigation for Bixby Road with much less impact on on-street parking. The Commentor may submit plans for such alternatives to the City's decisionmakers for review and consideration.

COMMENT 19-11

5. Mitigation #V.L-14; This mitigation measure does not include full signalization at Cover Street and Cherry Avenue as originally proposed in 2001. Of utmost concern to the City of Lakewood is that the project creates an effective and attractive approach from the west side of the project for project related truck traffic needing easy and direct access to and from the 91 and 405 freeways. Full signalization at this intersection would provide the most direct, effective and attractive route to these freeways for project related truck traffic.

The mitigation for the project only includes a new southbound left from Cherry Avenue onto Cover Street but no left from Cover Street onto southbound Cherry Avenue. This mitigation will encourage north/south project related truck traffic to and from the 91 [F]reeway but does nothing for truck traffic needing an easy access to the 405 freeway. Instead, Mitigation Measure V.L-9 requires certain improvements be made to Cover Street, Industry Avenue and Bixby Road to accomplish the goal of providing an effective and attractive truck route from the project to the 405 freeway. It would seem that a more comprehensive review and analysis of project traffic to and from Cherry Avenue is required in cooperation with Lakewood representatives before either Mitigation Measures V.L-9 or V.L-14 are [*sic*] adopted.

RESPONSE 19-11

As the Commentor correctly notes, in 2001 when a higher intensity project was contemplated, there was a conceptual scheme that involved a "full" traffic signal, rather than a "half' signal, at the newly "opened up" intersection of Cover Street/Cherry Avenue. This prior scheme did allow all turning movements at this intersection. The scheme was extensively reviewed by the Cities of Lakewood and Long Beach and ultimately was not endorsed by either City. Concern was expressed about the effect of the proposed widening on the off-street parking lot serving the use on the northeast corner of the intersection. There was also concern about the close proximity of the proposed signal to the existing signal at the intersection of Bixby Road/Cherry Avenue. Full access at the intersection of Cover Street/Cherry Avenue could also minimize the effectiveness of potential neighborhood traffic management measures, such as an east-west through-traffic prohibition for Bixby Road at Cherry Avenue. There would also be very difficult signal coordination issues along Cherry Avenue with two closely spaced signals and potentially high turning movement volumes at both intersections. Conversely, the planned half signal is expected to have little or no impact on Cherry Avenue operation while substantially improving project access.

As discussed in Section V.L, Transportation/Circulation and Parking, page 722, of the Draft EIR, Mitigation Measure V.L-14 will entail minimal street widening and none along the property at the northeast corner of Cover Street/Cherry Avenue; the half signal operation will be more compatible with the nearby signal at Bixby Road/Cherry Avenue; and there will be less potential impact on possible neighborhood traffic management measures for Bixby Road. Truck traffic desiring to go southbound on Cherry Avenue, such as to the 405 Freeway interchange, can still do so by using the Cover Street-to-Industry Avenue-to-Bixby Road route. This route also would not increase the trip distance over the "opened up" intersection route.

COMMENT 19-12

6. At the intersection of Carson Street and Lakewood Blvd. there is a cross gutter on the west leg of the intersection that may substantially affect the capacity and speed of east and westbound traffic. While it is an existing condition the PacifiCenter project will add significant traffic volume to this intersection and the project traffic remains a significant impact, even after mitigation, at this intersection. To address this unmitigated impact an evaluation of alternatives to remove this cross gutter should be conducted.

RESPONSE 19-12

The cross gutter referenced by the Commentor was recently reconstructed as part of improvements to the intersection. This cross gutter is a design standard that is required to address drainage through the intersection. As such, there are no plans for removing the cross gutter on the west leg of the intersection. The Commentor is correct that the proposed project with mitigation will still result in a residual significant impact at the intersection of Carson Street and Lakewood Boulevard.

COMMENT 19-13

7. Two additional intersections are requested to be analyzed. Those intersections are Woodruff at Candlewood and Woodruff at South. These two intersections are on the boarder [*sic*] of the study area and based on data in the traffic study it cannot be verified that there is not the potential for significant impacts. Since the intersection just to the south of these two (Woodruff and Del Amo) required mitigation for project traffic it should be evaluated whether one or both of these intersections may also require mitigation. Further justification to request this analysis is the acknowledgement that as traffic on parallel Bellflower approaches capacity at the intersections of Candlewood and South (based on data from the traffic study) then traffic will move over to less congested Woodruff.

RESPONSE 19-13

Given the distance of the two requested intersections, South Street/Woodruff Avenue and Candlewood Street/Woodruff Avenue, from the project site, it is estimated that the project impact at both locations would be less than the 0.049 A.M. peak-hour and 0.038 P.M. peak-hour impacts identified for the study intersection of Del Amo Boulevard/ Woodruff Avenue, which is closer to the site. However, even if the 0.049 and 0.038 impacts were assumed for "worst case" purposes for the two requested intersections, these impacts would be mitigated to a level below significance due to the proposed TDM Program and the 3 percent improvement in capacity attributable to the ITS technology measure, which would benefit signalized intersections not directly along the eight major arterials with ATCS.

COMMENT 19-14

Safety Services (Police)

As stated in the their [*sic*] previous letters dated October 17, 2003 and January 8, 2004, the position of the Los Angeles County Sheriffs Department is that the proposed project will more than likely lead to the need for increased traffic enforcement services and increased public safety demands by the City of Lakewood. The Sheriff has determined that it will be necessary to increase the present deployment of personnel by one (1) traffic unit during peak hours, 0700-1700, on weekdays. This increase in personnel will provide proactive traffic enforcement to ensure that the number of traffic collisions with injuries does not increase and become a significant law enforcement issue. This information should be included in the final EIR for the project.

RESPONSE 19-14

Section V.K.1, Police Protection, page 606, of the Draft EIR, concludes that the proposed project will result in an increased demand for police services in the City of Lakewood. In addition, the text on page 606 of the Draft EIR has been revised to specify that an increase in deployment of one traffic unit from the Los Angeles County Sheriff's Department will be necessary during peak hours. Please see Section III, Corrections and Additions, of this Final EIR. Project generated revenue can be used to cover expenditures associated with this increased demand. The Draft EIR acknowledges that if there was an insufficient allocation of funds to the Sheriff's Department, a potentially significant impact could occur.

COMMENT 19-15

Regarding Mitigation Measure V.K.1-2, which requires that the applicant shall incorporate Crime Prevention through Environmental Design (CPTED) principles and other crime prevention features into the project as specified, it is recommended that whichever agency, Long Beach and/or Lakewood, reviews and checks the CPTED plans said agency or agencies should employ experts in the field for such review and plan check. In addition, on page 609, following **Enforcement Agency:** it says, "...or City of Community Development," which should read, "...or City of Lakewood Community Development Department. Again, on page 609, **Monitoring Agency:** reads "...or City of Los Angeles County Sheriff's Department," which should read "...or City of Lakewood/Los Angeles County Sheriff's Department."

RESPONSE 19-15

The City of Long Beach has reviewed the Design Guidelines for the project with regard to CPTED principles and crime prevention features. In addition, as indicated by the comment, as part of Mitigation Measure V.K.1-2, CPTED principles and crime prevention features are required to be implemented as part of development of the site within both the Cities of Long Beach and Lakewood. The text on page 609 of the Draft EIR has been revised to reflect the updated information regarding the Enforcement Agency and Monitoring Agency for Mitigation Measure V.K.1-2. Please refer to Section III, Corrections and Additions, of this Final EIR. This Commentor's recommendation is acknowledged and will be forwarded to the decisionmakers for review and consideration.

COMMENT 19-16

Schools

Existing Long Beach Unified School District Schools located in Lakewood have already exceeded their ability to accommodate current student population. Lakewood schools are presently overcrowded. In fact, large numbers of portable classroom facilities present in Lakewood schools reflect the already precarious facilities situation in the district. Lakewood residents living near these schools are experiencing the impact of excessive traffic and parking in their neighborhoods as a result of this overcrowding.

RESPONSE 19-16

As indicated in Section V.K.3, Schools, of the Draft EIR, when compared with the 2002-2003 enrollment of 97,212 the Long Beach Unified School District (LBUSD) has a capacity shortfall of 23,020 seats. To alleviate the shortfall, the LBUSD utilizes 130 leased state relocatable classrooms and 594 portable classrooms (leased less than 5 years), which are not calculated in the classroom capacity of 74,192 students. Overcrowding is not spread evenly throughout the District and some students are bussed to schools outside their attendance areas. Schools within the vicinity of the site are impacted by the shortage of district-wide capacity since many students are transferred into the Lakewood attendance areas to address overcrowding in other parts of the District.

New capacity of approximately 14,705 seats is being added to the District with both State and local funds. Projects include the Richard Browning School project, the Downtown School project and the GTE School project. Even with the increased capacity, the District will continue to have a shortage of space to serve new development using the State's definition of district school facility capacity. The LBUSD will continue to utilize portable classrooms to meet this shortfall. However, in accordance with an agreement between the Applicant and the LBUSD, K-8 students generated by the project will attend

the Richard Browning K-8 School, scheduled to open in 2006 with a capacity of 1,450 students. High school students generated by the project will attend Lakewood High School.

With regard to traffic and parking in the neighborhoods, the agreement also requires that Boeing Realty Corporation pay developer fees in the amount of $3.35 per square foot for residential construction and $0.36 per square foot for commercial/industrial construction. This results in $12 million in revenue to the LBUSD based on the 2,500 unit plan and $8 million based on the 1,400 unit plan, which can be matched dollar for dollar with State funding. Along with State Critically Overcrowded School funding and other local funding, these fees will be used to construct a new school north of the downtown area in order to address current overcrowding and bussing needs of the District. Since the agreement will result in alleviating the overcrowding and bussing that currently exists, the amount of traffic in the neighborhood where such overcrowding exists will be reduced and the parking situation will be alleviated.

COMMENT 19-17

The Draft EIR states that the project will generate 272 grade level students with the private school factor added in. Table 59 provides the breakdown as 148 elementary students, 42 middle school students and 82 high school students, with 70% of those students falling within the K through 8 grade levels. Those K through 8 students would most likely have gone to Madison and/or Riley Elementary, and Hoover Junior High schools in Lakewood, which are already impacted by overcrowding. The Draft EIR points out that LBUSD is an overcrowded district that qualifies for funding under the new State program initiated with the approval of Proposition 47. The program is called the Critically Overcrowded School Facility Program (COS). Under this program the State Allocation Board gave three LBUSD projects preliminary apportionment of $67 million in August 2003. These projects include the Richard Browning (K through 8) School project, the Downtown School project and the GTE School project. These projects are meant to help reduce the overcrowded conditions at existing schools by providing new school facilities and thereby reducing the amount of bussing from the most crowded areas of the district to the least crowded areas.

RESPONSE 19-17

Section V.K.3, Schools, of the Draft EIR, indicates that the Long Beach Unified School District (LBUSD) has a capacity shortfall of 23,020 seats when comparing the 2002-2003 enrollment with capacity. As indicated in the comment, the LBUSD has received funding for three projects, which include the Richard Browning (K through 8) School project, the Downtown School project and the GTE School project. In accordance with an agreement reached between the Boeing Realty Corporation and the LBUSD,

students from the project will attend Richard Browning K-8 School, which is scheduled to open in 2006 with a capacity of 1,450 students. A copy of the agreement is available for review at the Department of Planning and Building and Department of Community Development at Long Beach City Hall.

COMMENT 19-18

According to State law, the payment of "school district" related development fees is sufficient for mitigation of project mitigation of impacts on existing overcrowded schools. The Draft EIR points out that LBUSD and PacifiCenter representatives were to engage in negotiations and come to an agreement concerning fees and a way of alleviating the apparent impacts of the project on existing overcrowded schools. Boeing has recently reported that an agreement with LBUSD has been reached, and that the agreement includes the following main points:

1. Project K through 8 students (70% of the grade school aged children) will attend the new Richard Browning School.

2. Boeing will pay between $8 and $12 million (depending on the number of housing units ultimately approved for the project) toward construction of the Downtown School. This payment along with the aforementioned state funds and bond money should cover the costs of building the Downtown School. This will also reduce the amount of bussing currently occurring from downtown to the northern end of the district.

It would appear that the school related impacts have been adequately mitigated, provided the aforementioned agreement is implemented. However, it is recommended that the results of the LBUSD and PacifiCenter negotiated agreement be formalized in the Draft EIR as a mitigation measure that will be implemented as part of this project. It should also be noted that the City of Lakewood does not oppose project school aged children attending Lakewood schools provided the net effect is that Lakewood school enrollments are at or below current levels as a result of the project.

RESPONSE 19-18

Section V.K.3, Schools, of the Draft EIR, provides an analysis of the project's impacts on schools. As indicated therein, pursuant to Government Code Section 65995, payment of the developer fees required by State law will provide full and complete mitigation of the project's impacts on school facilities. Additionally, Boeing Realty Corporation has entered into an agreement with the Long Beach Unified School District (LBUSD), which provides that the payment of developer fees in accordance with the agreement constitutes full mitigation of the project's impacts on schools. The agreement

requires that Boeing Realty Corporation pay developer fees in the amount of $3.35 per square foot for residential construction and $0.36 per square foot for commercial/industrial construction. This results in $12 million in revenue to the LBUSD based on the 2,500 unit plan and $8 million based on the 1,400 unit plan, which can be matched dollar for dollar with State funding. The agreement also allows the LBUSD to request that a portion of the fees be advanced to LBUSD. Along with State Critically Overcrowded School funding and other local funding, these fees will be used to construct a new school north of the downtown area in order to address current overcrowding and bussing needs of the District. If for some reason this downtown area school is not built, the funding will be used for schools serving the project (Richard Browning, which is scheduled to open in 2006, and Lakewood High School) and schools within a two-mile radius of the project. Finally, the agreement provides that the K-8 students generated by the project will attend Richard Browning K-8 School. A mitigation measure is not necessary to ensure the implementation of the agreement between the Applicant and the LBUSD as it is already in effect. In addition, under the Development Agreement with the City of Long Beach, Boeing Realty Corporation must comply with the terms of the school agreement.

COMMENT 19-19

Water:

On page 4 of Appendix R, third paragraph, it says: "A small portion of the total water production is un-metered." This would appear to be incorrect, as all water production is required to be metered. In addition, Figure W-2 of Appendix R does not show the western Lakewood boundary correctly.

RESPONSE 19-19

The referenced text in Appendix R, Water Master Plan Study, of the Draft EIR has been clarified to specify that a small portion of the total water production is used for fire fighting purposes and is therefore un-metered. Additionally, Figure W-2 has been corrected. Please refer to Section III, Corrections and Additions, of this Final EIR for the revised text and figure.

COMMENT 19-20

Should you have any questions please contact Jack Gonsalves, Assistant Director of Community Development, at (562) 866-9771 extension 2302.

RESPONSE 19-20

This comment is acknowledged.

LETTER NO. 20

City of Signal Hill
Gary Jones, Director of Community Development
2175 Cherry Avenue
Signal Hill, CA 90755-3799

COMMENT 20-1

The City of Signal Hill ("Signal Hill") reviewed the Draft Environmental Impact Report ("DEIR") for the proposed PacifiCenter @ Long Beach and found that it does address the many of the issues raised in the City of Signal Hill's response to the Notice of Preparation dated June 4, 2001 (Attachment A). The City of Signal Hill remains concerned about the following issues that should be addressed in the final report:

RESPONSE 20-1

The comment indicates that the City of Signal Hill has reviewed the Draft EIR. As indicated by the following responses, the Notice of Preparation (NOP) comment letter referred to as Attachment A to this comment letter was considered by the lead agency in preparation of the Draft EIR.

COMMENT 20-2

Land Use

Proposed residential densities are too intense and inconsistent with the densities and development patterns found in surrounding communities. Total number units permitted by the specific plan should be reduced, or the percentage of the site designated residential increased and specific limitations on the density per building site established including: maximum building height 3-stories or 35 feet, maximum floor area ratio .5; setbacks/ yards: front 20 feet, rear 15 feet, sides 5 feet; open space 20% of the lot area, etc.

RESPONSE 20-2

Section V.H, Land Use and Planning, of the Draft EIR contains an analysis of the project's compatibility with surrounding uses. As indicated in this section, because of the distribution of uses, the project will be compatible with the surrounding off-site areas. The proposed residential uses will be located nearest to the existing residential uses north of the site, and the more intense commercial and light industrial uses will be located closer to the Airport to the south. The existing single-family residences will be buffered from the

higher density development within the site by the intervening distance between on-site development and residences to the north (i.e., over 175 feet) as well as the proposed setback of 28 feet along Carson Street (excluding right-of-way). In addition, the existing trees on the north side of Carson Street in combination with street trees that will be planted along the south side of Carson Street will also create a buffer. Furthermore, the project will be designed as a master planned community and will include Design Guidelines to ensure that proposed facilities are functionally and visually compatible with surrounding development and that sufficient landscape amenities are provided.

Nevertheless, in response to public input and comment, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. Residential development under the Douglas Park plan will include a mix of housing types but will provide a minimum of 100 lots of 4,500 square feet for detached single-family homes and a maximum of 400 apartment units. One likely scenario is an estimated 190 single-family detached homes, 177 townhomes, 400 townhome/flat combinations, 249 condominiums, and 384 apartment units. The single-family residences will be developed at a maximum of 10 to 14 units per acre. The low- to medium-density areas will be developed with a maximum of 25 units per acre while the medium- to high-density areas will be developed with a maximum of 50 units per acre.

Development standards have been prepared for Douglas Park and are available for review at the Department of Planning and Building and the Department of Community Development at Long Beach City Hall. The development standards for Douglas Park provide a range of heights for the various residential products in the northern portion of the site. Heights will range from 28 feet (2 stories) to 50 feet (4 stories). However, the majority of the residential development will be two and three story structures, with greater heights of 48 feet (4 story) within an area along Lakewood Boulevard and 50 feet (4 story) adjacent to the commercial uses within the southern portion of the site. The setbacks of structures along Carson Street will be greater than that proposed for the project. The Douglas Park Plan will provide a 26 foot setback adjacent to a 30 foot bikeway/greenway, thus resulting in a 56 foot setback for buildings along Carson Street as measured from the Carson Street right-of-way. Structures located along Lakewood Boulevard will be required to maintain a 26 foot minimum setback from right-of-way.

COMMENT 20-3

The specific plan should include limitations on truck intensive industrial uses especially truck parking lots or transportation yards related to the Ports of Long Beach and Los Angeles, outdoor storage of shipping containers, and outdoor storage of bulk materials. Truck intensive uses have the potential to overburden the local circulation system, do not mix well with existing neighborhood traffic and should be discouraged through specific plan zoning standards.

RESPONSE 20-3

The project does not include truck intensive industrial uses, such as truck parking lots or transportation yards related to the Ports of Long Beach and Los Angeles. In fact, as indicated in Section III, Project Description, and Section V.H, Land Use and Planning, of the EIR, warehouse uses will be allowed only as an accessory use in the commercial zones, thereby providing a limitation on the amount of such uses that will occur on the site. In addition, as indicated in the PD-32 Development Standards applicable to the Commercial/Industrial areas, no permanent parking services or recreational vehicle storage will be permitted. (A copy of the PD-32 Development Standards is available for review at the Department of Planning and Building and Department of Community Development at Long Beach City Hall.) With regard to outdoor storage, as indicated in the PD-32 Development Standards, open storage shall be prohibited, except for certain merchandise that is for sale or for rent in accordance with the CHW District Tables 32-1 and 32-A of the Long Beach Municipal Code.

COMMENT 20-4

Open Space

Proposed parkland and open space is inadequate and should be increased. Similar size developments in the Southern California region provide significantly more open space and parkland as a percentage of the total site.

RESPONSE 20-4

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. Section V.K.4, Recreation, pages 649 through 651 of the Draft EIR, provides an analysis on the project's impacts on local parks. As discussed therein, specific residential development projects are required to pay park impact fees pursuant to Chapter 18.18 of the City of Long Beach Municipal Code to ensure that the park land and recreational facility standards established by the City are met with respect to the additional needs created by such development. The purpose of the fee is to fund

parkland acquisition and recreation improvements or to reimburse the City for expenditures, advances or indebtedness incurred for the acquisition of parkland or construction of recreation improvements. The Open Space and Recreation Element of the Long Beach General Plan recognizes payment of these fees as one means of meeting the City's policy of providing sufficient public recreational resources. As stated in the Draft EIR, the Applicant will pay the mandated fees, in addition to providing 10.5 acres of on-site park space, which include several neighborhood parks, a residential park known as The Commons, and a larger, central park referred to as the Civic Green. Payment of the fees, in conjunction with the proposed on-site park space, will ensure that the recreational demands generated by project residents will be accommodated. Therefore, impacts on recreational facilities will be less than significant.

As indicated in Response to Comment No. 20-2, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park. Douglas Park will result in 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. All of this park space is proposed to be located within the City of Long Beach. Furthermore, Douglas Park will result in fewer residences (but more homeownership) and a population of approximately 2,742 new residents. As such, the Douglas Park plan will result in a decrease in the demand for recreational facilities when compared with the PacifiCenter proposal.

COMMENT 20-5

In addition, the mitigation measures should provide a plan and schedule for the phased improvement of open space and parks concurrent with future development.

RESPONSE 20-5

Construction phasing for the proposed project is discussed in Subsection F, Section III, Project Description, page 144 and illustrated in Figure 20, page 146, of the Draft EIR. As stated therein as well as within the Development Agreement for the project, parks will be phased in conjunction with residential development. Please see the Development Agreement for an illustration of the phased improvements. In accordance with City requirements, park development plans will be subject to City review and approval. Thus, no mitigation measures providing a plan and a schedule for the phased improvement of parks are necessary. The Development Agreement is available for review at the Department of Planning and Building at Long Beach City Hall.

COMMENT 20-6

The City of Signal Hill has completed review of the Notice of Preparation of an Environmental Impact Report for the PacifiCenter @ Long Beach Master Plan dated May 4, 2001.

Attached are comments from the several City departments requesting that the environmental consultant address certain issues in the Draft Environmental Impact Report. Please have the environmental consultants contact us directly if they need further clarification of the issues before completing the draft document. We look forward to receiving the draft EIR.

RESPONSE 20-6

This comment is part of Attachment A of Comment Letter 20 dated March 10, 2004, and is the City of Signal Hill's May 2001 response letter regarding the May 2001 Notice of Preparation (NOP) from the originally proposed project (see Appendix C of the Draft EIR). Specific comments on the NOP and responses to each of these comments follow.

COMMENT 20-7

1. The project description is very broad, "...a mixed-use project on a 260-acre site..." Is the Draft Environmental Impact Report ("DEIR") for the Master Plan or for the development of the mixed-use project?

RESPONSE 20-7

This comment is part of Attachment A to Comment Letter 20 dated March 10, 2004, and is the City of Signal Hill's response to the May 2001 Notice of Preparation regarding the originally proposed project (see Appendix C of the Draft EIR). A complete description of the proposed project is provided in Section III, Project Description, on pages 103 through 150 of the Draft EIR. Approval is sought for the proposed mixed-use development, which is designed as a master planned community integrating a variety of land uses.

COMMENT 20-8

2. Except for the residential, hotel and office components of the project, the tenants are unknown, or variously described as "technology-related uses (research and development, flex-tech and industrial" (NOP - I), "industrial, research and development" (PD-I), "high tech and e-business community ...incubator technology uses, research functions, light manufacturing and assembly ...primarily for light-industrial operations." (PD-I). The DEIR needs to describe the permitted uses, conditionally permitted uses, prohibited uses, etc.,

or state that when precise tenants are known each will be subject to an initial study and if necessary further environmental review. For example, raising pigs for biotech research could be considered an incubator technology or research use.

RESPONSE 20-8

This comment is part of Attachment A to Comment Letter 20 dated March 10, 2004, and is the City of Signal Hill's response to the May 2001 Notice of Preparation regarding the originally proposed project (see Appendix C of the Draft EIR). Potential uses are defined in Section III, Project Description, and Section V.H, Land Use and Planning, of the Draft EIR. A more detailed list of uses is provided in the Development Standards for the site. A copy of the Development Standards and Design Guidelines are available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall. Similar to all planning situations, when conducting either a plan check for new buildings or tenant improvements, the Cities of Long Beach and Lakewood will determine if the uses are permitted within the applicable zoning and whether additional environmental review is required or warranted.

COMMENT 20-9

3. "Both passive and active recreation opportunities will be included into the design, enhancing the mixed-use campus environment. Table 1 details the total site area and proposed land uses..."(PD-3). This statement suggests that passive and active recreational opportunities are limited to the mixed-use component of the project that comprises less than one third of the project area (92 of 260 total project acres). This should be corrected in the DEIR. Table 1 and the DEIR should provide a precise number or percentage of the project area for open space and parks, and the estimate should be included in Table 1.

RESPONSE 20-9

This comment is part of Attachment A to Comment Letter 20 dated March 10, 2004, and is the City of Signal Hill's response to the May 2001 Notice of Preparation regarding the originally proposed project (see Appendix C of the Draft EIR). Since 2001, the recreational improvements proposed as part of the project have changed. Please refer to Section V.K.4, Recreation, of the Draft EIR for a specific description of the recreational improvements to be provided as part of the project.

COMMENT 20-10

4. The housing component proposes 2,338 apartments ranging from 400 - 1,800 square feet in size. The Cities of Long Beach and Lakewood have General Plan Open Space

Elements follow national parkland standards that recommend four acres of parkland for each 1,000 population. Therefore, the PacifiCenter Master Plan should include from 10 - 40 acres of parkland.

RESPONSE 20-10

This comment is part of Attachment A to Comment Letter 20 dated March 10, 2004, and is the City of Signal Hill's response to the May 2001 Notice of Preparation (NOP) regarding the originally proposed project (see Appendix C of the Draft EIR). The project, as evaluated in the Draft EIR, includes the development of 1,500 for-sale units and 1,000 apartment units and not 2,338 units as proposed in 2001.

As stated in Section V.K.4, Recreation, of the Draft EIR, the City of Long Beach's Open Space and Recreational Element has a goal of 8 acres of public open space per 1,000 residents. However, this is a City-wide goal and is not a requirement for specific developments, such as the proposed project. Rather, specific residential development projects are required to pay park impact fees pursuant to Chapter 18.18 of the City of Long Beach Municipal Code to ensure that the park land and recreational facility standards established by the City are met with respect to the additional needs created by such development. The purpose of the fee is to fund parkland acquisition and recreation improvements or to reimburse the City for expenditures, advances or indebtedness incurred for the acquisition of parkland or construction of recreation improvements. The Open Space and Recreation Element of the Long Beach General Plan recognizes payment of these fees as one means of meeting the City's policy of providing sufficient public recreational resources. As stated in Section V.K.4, Recreation, of the Draft EIR, the Applicant will pay the mandated fees in addition to providing 10.5 acres of on-site park space, which include several neighborhood parks, a residential park known as The Commons, and a larger, central park referred to as the Civic Green. Payment of the fees, in conjunction with the proposed on-site park space, will ensure that the recreational demands generated by project residents will be accommodated. Therefore, impacts on recreational facilities will be less than significant. Since there are no residential units planned within the Lakewood portion of the site, implementation of the project will not create a demand for recreational facilities in the City of Lakewood that will cause the existing ratio of developed parkland per resident to decrease and no significant impact will occur.

Additionally, as indicated in Response to Comment No. 20-2, the Applicant has announced its preference for a revised plan for the project, which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will result in 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths, as

compared with 10.5 acres under the proposed project. Furthermore, this plan will result in fewer residences (but more home ownership) and an associated decrease in population growth.

COMMENT 20-11

5. Are the proposed 400 square foot size apartments "age restricted" for seniors? (PD-4, Table 1).

RESPONSE 20-11

The proposed apartments will have an average size of 1,035 square feet, as indicated in the Fiscal Impact Analysis prepared for the project. The units will not be age restricted for seniors, although they will be available to that demographic. As discussed in Section VI, Alternatives, on pages 799 through 887 of the Draft EIR, a Senior Housing Alternative was initially considered but rejected due its failure to meet most of the basic project objectives, including the objective to respond to market conditions and to provide a variety of residential product types.

COMMENT 20-12

6. The DEIR should describe why the project does not include an affordable housing component?

RESPONSE 20-12

As stated in Section V.J.2, Housing, of the Draft EIR, as part of the project, the Applicant will contribute funds to the City of Long Beach in lieu of the provision of affordable housing on-site. The Draft EIR specifically states, “the fee for affordable housing to be provided as part of the project will support the City’s affordability goals set forth by Policies 2.1, 2.10, and 3.1." Specifically, while the project itself will not directly provide affordable housing, in accordance with a Development Agreement, it will provide fees to the City that will be used to contribute to affordable housing of varying affordable levels on a City-wide basis. Specific information regarding the affordable housing funds is appropriately contained within the proposed Development Agreement for the project, which is now available at the Department of Planning and Building at Long Beach City Hall. As discussed therein, the Applicant and its successors will contribute $3 million to the City’s existing and future affordable housing programs and costs, with payments phased (beginning with execution of Development Agreement) over the course of project development. The City will have sole discretion to use such funds, as it deems appropriate.

COMMENT 20-13

7. The DEIR should address public safety impacts of 2,338 apartments.

RESPONSE 20-13

This comment is part of Attachment A to Comment Letter 20 dated March 10, 2004, and is the City of Signal Hill's response to the May 2001 Notice of Preparation regarding the originally proposed project (see Appendix C of the Draft EIR). The project, as evaluated in the Draft EIR, includes up to 2,500 residential units, of which up to 1,000 units may be apartment units. If the Commentor is referring to public safety relative to security, please see Sections V.K.1, Police Protection, and V.K.2, Fire Protection, of the Draft EIR. Public Safety impacts relative to airport hazards are addressed in Section V.E, Hazards and Hazardous Materials.

As indicated in Response to Comment No. 20-2, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park. Douglas Park will result in up to 1,400 residential units, which is fewer than the proposed project. Residential development under the Douglas Park plan will include a mix of housing types but will provide a minimum of 100 lots of 4,500 square feet for detached single-family homes and a maximum of 400 apartment units. One likely scenario is an estimated 190 single-family detached homes, 177 townhomes, 400 townhome/flat combinations, 249 condominiums, and 384 apartment units. With fewer residences, Douglas Park will have an associated decrease in population growth. Therefore, impacts on police and fire protection services will be less as compared with the proposed project but will remain potentially significant for the reasons stated above.

COMMENT 20-14

Read the Draft Environmental Impact Report and do not see any impacts regarding park and recreation issues for Signal Hill.

RESPONSE 20-14

This comment is part of Attachment A to Comment Letter 20 dated March 10, 2004, and is the City of Signal Hill's response to the May 2001 Notice of Preparation regarding the originally proposed project (see Appendix C of the Draft EIR). This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 20-15

However, I do see, and you have made mention previously about the impact this will have on city streets and the freeway off ramp. This I think is the biggest concern.

RESPONSE 20-15

Traffic impacts on area intersections, including the intersection of the 405 Freeway Southbound Off-Ramp/Spring Street in the City of Signal Hill, are analyzed in Section V.L, Transportation/Circulation and Parking, of the Draft EIR. Section V.L, Transportation/ Circulation and Parking, of the Draft EIR also provides an analysis of impacts on the regional transportation system (i.e., freeways).

COMMENT 20-16

Secondly, public safety, should there be a mutual aid need, would become a concern for our police or public works. In addition, how would our fire station be impacted?

RESPONSE 20-16

This comment is general and is part of Attachment A to Comment Letter 20 dated March 10, 2004, and is the City of Signal Hill's response to the May 2001 Notice of Preparation regarding the originally proposed project (see Appendix C of the Draft EIR). As indicated above, both police and fire protection, are addressed in detail in Sections V.K.1, Police Protection, and V.K.2, Fire Protection, of the Draft EIR.

With regard to police protection, as indicated in Section V.K.1, Police Protection, of the Draft EIR, the LBPD East Division Station serves the portion of the site within the City of Long Beach. The LBPD is part of the Los Angeles County Law Enforcement Mutual Aid Organization, which is overseen by the Sheriff's Department. In the event that mutual aid is required, the Emergency Operations Bureau of the Sheriff's Department is notified, and in turn, notification of other cities in predetermined response groups occurs. The California State University Police, Long Beach Community College Police, Veteran's Hospital Police, and the United States Coast Guard are also available for mutual aid, if needed.

The County Sheriff's Department provides law enforcement services to the portion of the site within the City of Lakewood. The Sheriff's Department has reciprocal Mutual Aid Agreements with other law enforcement agencies, including the LBPD. In the event that mutual aid is required to respond to an emergency, LBPD or other law enforcement agencies that have entered into this Agreement would respond.

The Draft EIR states that the LBPD has indicated that nine new officers, including two motorcycle officers and one sergeant, will be required, as well as associated equipment. Project-generated municipal General Fund revenues are forecasted to yield an annual fiscal surplus at full buildout that will be sufficient to support project-related demand for police personnel or equipment. However, it cannot be guaranteed that project-generated tax increment will be allocated to this specific resource. With regard to the County Sheriff's Department, although implementation of the proposed project would not affect the existing officer to residential population ratio within the City of Lakewood, implementation of the project could result in potentially significant impacts associated with the demand for additional police protection services. Finally, the project could contribute to a cumulatively significant and unavoidable impact to police protection services in the area surrounding the project site. Therefore, the EIR has identified a potentially significant impact with regard to the provision of law enforcement services, both at a project level and a cumulative level.

With regard to fire protection, as indicated in Section V.K.2, Fire Protection, of the Draft EIR, primary LBFD medical and fire response is provided by Station 19 and secondary LBFD medical and fire response is provided by Station 17. The LBFD has an Automatic Aid Agreement with Los Angeles and Orange Counties, which provides a larger resource base available for response to emergency calls. The LBFD is also a part of the State Office of Emergency Services Mutual Aid System.

The LACFD provides fire protection service for the portion of the site within the City of Lakewood. Primary service is provided from Fire Station 122, which is the closest LACFD station to the project site within the LACFD jurisdiction. Fire Station 45 also provides fire protection services to the project site. Fire Station 60, which is located in Signal Hill, was placed in service in November 2003.

The Draft EIR concludes that the project will necessitate the addition of one truck company and associated equipment and staffing, a one-half full time equivalent (FTE) fire inspector and one FTE plan checker in the City of Long Beach. As indicated above, project-generated municipal General Fund revenues are forecast to yield an annual fiscal surplus at full buildout that will be more than sufficient to support any project-related demand for fire personnel or equipment. However, it cannot be guaranteed that project-generated tax increment will be allocated to this specific resource. Therefore, a potentially significant impact on demand for fire personnel and equipment could occur as a result of the project. Conversely, as discussed on pages 622 through 623 of the Draft EIR, impacts associated with development of the proposed project in the City of Lakewood will be less than significant. If LBFD needed additional resources and LACFD resources were not available to respond to an emergency, Orange County resources could respond in

accordance with the Automatic Aid agreement between LBFD and Orange County. Therefore, the project is not expected to result in an impact on Fire Station 60 in Signal Hill.

COMMENT 20-17

Thank you for forwarding a copy of the Notice of Preparation for the Environmental Impact Report for the Pacific Center Project on the existing Boeing Aircraft Facility. We have the following comments, which should be addressed in the EIR.

Land Use Mix – The NOP is unclear as to the ultimate mix of industrial and warehouse land-uses intended at project build out. Page PD-1 of the document discusses a "flex tech" land use, described as technology, light manufacturing and associated office uses. There are tables illustrating that 1,776,593 square feet of Tech 1, Tech 2 and Tech 3 space could be constructed.

Further in the document, the specific plan goals discuss "creative, flexible and sustainable workspaces to allow for various tenant needs from warehousing and research and development to traditional office space." (Page PD-10). As you are aware, industrial land uses in our subregion are heavily influenced by port activity, with a corresponding need for large warehouses and truck dispatching operations.

The EIR needs to analyze the potential range of uses within the "flex tech" land use category. The traffic and circulation impacts of 1.7 million square feet of warehouse space or truck dispatching will differ from 1.7 million square feet of research and development space. The EIR should discuss what the developer's research indicates will be the mix between research and development, light industrial and warehouse uses.

RESPONSE 20-17

This comment is part of Attachment A to Comment Letter 20 dated March 10, 2004, and is the City of Signal Hill's response to the May 2001 Notice of Preparation regarding the originally proposed project (see Appendix C of the Draft EIR). A detailed Project Description is provided in Section III of the Draft EIR. As indicated in Section III, Project Description, and Section V.H, Land Use and Planning, of the EIR, warehouse uses will be allowed only as an accessory use in the commercial zones, thereby providing a limitation on the amount of such uses that will occur on the site. A copy of the PD-32 Development Standards is available for review at the Department of Planning and Building and Department of Community Development at Long Beach City Hall.

COMMENT 20-18

Transportation and Traffic

Section XV (Page EE-4) indicates that the "project-generated traffic will be compared to the traffic generation associated with the prior operations at the Boeing facility." What "prior" operational level would be used for this comparison? I believe that current CEQA regulations and case law require that the proposed project be measured against the current conditions. The prior operation had wide swings of activity, which resulted in noticeable impacts on major arterial streets and intersections. The City has documented dramatic changes in the level of service to the intersection of Cherry Avenue and Willow Street based on the various operational levels at the Boeing facility.

RESPONSE 20-18

The traffic analysis focused on the traffic expected to be generated by the project uses, taking into account only the actual trips generated at the site driveways in Fall 2002, approximately the time the Notice of Preparation (NOP) was issued. This is consistent with CEQA Guidelines Section 15126.2, which states that in assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the NOP is published. No trip generation credit for prior operations at the site were analyzed or assumed for the project.

COMMENT 20-19

The EIR should address the circulation problems at the intersection of Spring Street, Cherry Avenue and the 1-405 Freeway. As you are aware, there is only a partial freeway [*sic*] ramps at this location. The EIR should review the amount of traffic that the project would attribute to the intersection and the partial freeway ramps. The EIR should address adding full ramps and traffic lights at Cherry and the I-405 Freeway.

RESPONSE 20-19

As shown in Table 67 of the Draft EIR, the traffic study did analyze project impacts on the intersections of Spring Street/Cherry Avenue (Intersection 74) and 405 Freeway Southbound Off-Ramp/Spring Street (Intersection 75). Adequate mitigation measures, which do not require the addition of the full ramps or traffic signals at the Cherry Avenue ramps at the 405 Freeway, were identified, as discussed on pages 717 through 725 of Section V.L, Transportation/Circulation and Parking, of the Draft EIR,

COMMENT 20-20

Storm Drain/NPDES Issues

The NOP indicates that the project has potentially significant impacts on the existing storm drain system (see Page EC-7). The EIR should examine the impacts on the California Bowl retention area (in the location of the future Sports Complex). The EIR should examine the urban storm water issues – like whether the site will be designed to retain storm water on-site. The EIR should also address the mitigation measures the project will incorporate to comply with the Trash TMDL Order for the Los Angeles River. Section XII on Public Service Impacts (Page EC-9) should be amended to discuss the need for new storm system maintenance programs.

RESPONSE 20-20

Urban storm water issues are addressed in Section V.F, Hydrology, and Appendix M, Drainage Master Plan Study, of the Draft EIR. As discussed therein, the proposed project features will include the introduction of green and open space areas that will substantially reduce the amount of impervious area on-site and result in increased water absorption into the ground, thereby reducing storm water runoff into the storm drain system. The drainage analysis indicates that the project will reduce runoff by 159 cubic feet per second (cfs) relative to existing conditions for a 10-year storm event, 169 cfs for a 25-year storm event, and 166 cfs for a 50-year storm event, based on the LACDPW MORA model (refer to Table 23 on page 404 of the Draft EIR). These site runoff reductions will reduce flows to the storm drain system, and the proposed green and open space areas will serve to filter flows. Additionally, mitigation measures are provided in Section V.F, Hydrology, to address project impacts.

To clarify, the project is not located in the Los Angeles River Basin, as shown in Figure 1 of Resolution No. 03-009 Amendment to the Water Quality Control Plan for the Los Angeles Region to include Total Maximum Daily Loads (TMDL) for Nitrogen Compounds and Related Effects in the Los Angeles River.

As indicated by the Los Angeles Regional Water Quality Control Board (LARWQCB), the project site is located within the Los Cerritos Channel and Alamitos Bay Water Management Area (WMA). The Los Cerritos Channel is a 303(d) listed watershed area. The currently scheduled TMDL for the Los Cerritos Channel includes coliform, ammonia, and metals, as published by the Los Cerritos Channel and Alamitos Bay WMA. As final engineering plans, specifications, and SWPPP/BMP plans are being prepared, specific types of systems and manufacturers of BMPs will be identified and sized according to specific development projects on-site. These systems will address the

reduction of the identified TMDLs for the WMA. All reviews and approvals of the project BMPs will be obtained from the appropriate agencies prior to the start of construction.

COMMENT 20-21

Cultural Resources

The NOP suggests that there is "no evidence of historical, architectural or cultural significance" to the western portion of the Boeing facility (see Page EE-2). However, Boeing Reality has displayed a whole series of historic documents dating from 1941 in their sales office. The EIR should discuss the historic and cultural contribution of the facility to positive changes in the region and the nation. Will the project include any historic markers or interpretive panels to document the importance of this facility?

RESPONSE 20-21

The Commentor is referring to the initial May 2001 NOP for the project site. This NOP was superseded by a second NOP prepared in November 2002, which states that the Draft EIR for the project will address historic resources. Thus, please refer to the detailed discussion of the historical and cultural contribution of the site provided in Section V.C, Cultural Resources, of the Draft EIR. As indicated therein, the proposed project will provide an on-site interpretive program display or other graphic/textual representation to educate the public about the history of the project site. The program will include information about the site's contribution to the aviation industry, World War II, and the development of Long Beach and Lakewood. In addition, the proposed name of the revised plan (Douglas Park) preferred by the Applicant also recognizes the site's historical and cultural contribution.

COMMENT 20-22

Recreational Elements – The document discusses specific plan goals of including "educational, health and recreation elements that will serve the residents and tenants of the master planned community, as well as the community at large." (see Page PD-7) The concept plan does not seem to contain any recreational elements. What recreational elements are being included in the project?

RESPONSE 20-22

This comment is from Attachment A of Comment Letter 20 dated March 10, 2004. Attachment A is the City of Signal Hill's May 2001 comment letter responding to the May 2001 Notice of Preparation regarding the originally proposed project (see Appendix C of the Draft EIR). As discussed in Section V.K.4, Recreation, page 648, of the Draft EIR,

recreational elements within the project site may include open lawns, playgrounds, park furnishings, basketball courts or other hardscaped sports facilities, a pool, spa, and pedestrian paths. In addition, as part of this Final EIR, mitigation measures have been proposed that include the provision of a youth sized-field, a youth-sized backstop, recreation center space or equivalent recreational amenities approved by the City of Long Beach. Please refer to Section III, Corrections and Additions of this Final EIR.

COMMENT 20-23

Energy and Air Quality – The NOP discusses air quality from a traffic and grading standpoint. The NOP also discusses the possibility of "an onsite energy facility." (see Page EE-5). No size range for the facility is given. The NOP is unclear whether the EIR will discuss the associated air quality impacts of on-site power generation.

RESPONSE 20-23

This comment is part of Attachment A to Comment Letter 20 dated March 10, 2004, and is the City of Signal Hill's response to the May 2001 Notice of Preparation regarding the originally proposed project (see Appendix C of the Draft EIR). The project, as evaluated in the Draft EIR, does not propose an on-site energy facility. As discussed in Section II, Summary, page 5, of the Draft EIR, the project would instead include a 66-kV substation within either the commercial or housing areas of the site. The substation would house a set of transformers that change the voltage of electrical energy to levels appropriate for the required end use. While the substation was discussed in several section of the Draft EIR (e.g., Noise, Energy, Land Use, Project Description), since the substation would not create new energy and would not generate on-site pollutant emissions, no discussion of the substation was warranted in Section V.B, Air Quality, of the Draft EIR. However, please see Section V.B, Air Quality, of the Draft EIR for a detailed discussion of project-related air quality impacts.

COMMENT 20-24

We look forward to working with the City of Long Beach, the City of Lakewood and Boeing in the successful completion of this project. With proper planning and mitigation measures, the project will be an asset to the entire region. Please do not hesitate to contact me if you have any questions or need additional clarifications.

RESPONSE 20-24

The proposed project will be implemented in accordance with numerous planning tools that will ensure that the site is properly planned and implemented. These tools include a Development Agreement and Design Guidelines as well as development

standards within a new Planned Development Zone for the site. In addition, in accordance with CEQA Guidelines Section 15126.4 all feasible mitigation measures have been proposed to reduce potentially significant impacts associated with the project. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 20-25

I have completed my review of the Traffic Impact Study Report in Appendix Q of the subject EIR and have the following comments:

1. The report does not provide any daily traffic volume (except freeway segments). Daily volumes are necessary to compare the planning level comparison of roadway segments.

RESPONSE 20-25

Daily volumes were not provided for the streets involved in the intersection analysis because peak-hour volumes, rather than daily volumes, allow for better determination of the adequacy of these streets at their critical control point (their intersection) for planning and operational purposes. This methodology for evaluating intersection impacts used by the City of Long Beach is standard for traffic analyses. Daily volumes for the streets examined in the residential impact analysis are provided in Table 15 of Appendix Q, Traffic Impact Study Report, of the Draft EIR since daily volumes are part of the criteria used to assess impacts on residential streets.

COMMENT 20-26

2. The study addresses existing traffic conditions then jumps to Year 2020 conditions. There is no analysis of short-term commutative conditions with and without the project. Also, there is not phasing impact analysis. Because of the size of the project the impacts by Phase is necessary.

The project will most likely be built in phases and not come on line in 2020. Therefore short-term impact analysis needs to be provided for 2005, 2010, 2015, etc. or other time frames associated with buildout of the project.

RESPONSE 20-26

Rather than being developed as a single phase, or according to a well-defined set of phases, the development of the project will proceed over a long period of time in response to ongoing market forces. Accordingly, as discussed on page 726 of the Draft EIR and in more detail below, the traffic mitigation measures will be implemented in a

phased manner that mitigates off-site traffic impacts before they become significant. Therefore, the analysis of traffic impacts for interim time frames is not required.

As there is a large number of individual traffic mitigation measures, many of which need to be coordinated between various jurisdictions, it would not be feasible to implement all of these measures prior to the start of the project. Similarly, since the project will cumulatively generate more trips as development progresses, it would be inappropriate to defer the mitigation measures until the end of project development. A methodology has been devised that phases the implementation of these measures in a feasible and timely manner to mitigate the significant traffic impacts they address.

Two factors were taken into account in devising this phasing program. First, for those improvements being made to public streets adjacent to the project site, the subareas of the site that are expected to contribute traffic directly to those streets were identified. This was accomplished by reviewing the proposed project site plan and the site-adjacent public streets. Development occurring within these subareas was then assumed to be the "trigger" requiring a particular site-adjacent improvement. However, site adjacent roadway improvements involving critical internal streets were also considered and it was determined that these measures are to be implemented according to the Phase I infrastructure improvement schedule.

Second, for those improvements and measures not adjacent to the site, an analysis was made to determine the specific level of trips at which the project impact at each study intersection would become significant. For this analysis, project impacts were assumed to be proportional to the net project trip generation occurring during the P.M. peak hour, which is substantially higher than the A.M. peak-hour generation. Also, cumulative increases in traffic were assumed to be proportional to project impacts. These assumptions are considered reasonable and were necessary to arrive at a single measure of project size; i.e., trip generation, which correlates to the significance of a project impact. The formulas used are as follows:

Project Traffic Impact = Traffic Impact of Completed Project x (Project Trip Generation / Completed Project Trip Generation)

and

Cumulative V/C Ratio = Existing V/C Ratio + [(With Project V/C Ratio – Existing V/C Ratio) x (Project Trip Generation / Completed Project Trip Generation)]

Except for the dependent variables and project trip generation, all values were taken from the project traffic study presented as Appendix Q, Traffic Impact Study Report, of the Draft EIR. Trip generation was then solved for: (1) when the project traffic impact would equal 0.020; and (2) when the Cumulative V/C ratio would equal 0.901. These are the criteria used in the traffic study to identify significant project impacts at the study intersections. The project trip generation when these criteria would be satisfied was then taken to be the trigger value for mitigation being required at the particular study intersection.

Several types of traffic mitigation measures have been proposed for the project. It was assumed that initial funding for a neighborhood traffic management program would be provided at the time the first building permit is issued, with supplemental funding, if necessary, provided at a later date. This program may include such measures as speed humps; additional Stop signs; turning prohibitions; chokers; diverters; traffic circles; woonerfs ("chicanes"); through traffic movement restrictions; one-way streets; parking restrictions; retiming of traffic signals; and architectural neighborhood identity gates or monuments. The TDM Program was assumed to be implemented beginning with the completion of the first Office Park ("Commercial") use. The TDM Program would benefit all study intersections and was assumed as part of the base condition in the determination of the significant impact trigger values. Next, the ATCS/ITS measures and related infrastructure were assumed to be phased in along the eight major arterials as identified in the Draft EIR and traffic study. Lastly, it was assumed that specific intersection improvements, where feasible, would also be implemented at those off-site intersections where project impacts would be greater than could be mitigated by the ATCS/ITS measures.

The intersection impact analyses were rerun, first assuming only the TDM Program and ATCS/ITS measures were implemented, and then assuming only the TDM Program and the off-site intersection improvements were implemented. Based on these results, the trigger values were recalculated using the above formulas. These results were then used to prioritize implementation of the mitigation measures at the significantly impacted intersections. The timing of the implementation of the measures is provided in Section III, Corrections and Additions, of this Final EIR. In addition, all study intersections and intermediate signalized intersections within the limits of the identified eight major arterials will be included in the ATCS/ITS program.

COMMENT 20-27

3. A copy of Appendix D Intersection Residential Street and Freeway Traffic Counts of the Traffic Study needs to be provided. The document states these are on file at the City of Long Beach Planning and Building Department for review. The volume of this data is too

large to review at the City offices. There is data for 109 intersections that need to be reviewed and checked.

4. A copy of Appendix E – Critical Movements Analysis (CMA) Worksheets needs to be provided. The document states these are on file at the City of Long Beach Planning and Building Department for review. The volume of this data is too large to review at the City offices. Copies of these worksheets are necessary to validate existing and future conditions analysis and conclusions.

5. Table 3 of the document needs to be expanded to include existing average daily traffic volumes, its current daily capacity and level of service.

RESPONSE 20-27

The Draft EIR and its component Appendices total approximately 4,000 pages. The traffic study report, Appendix Q, and its accompanying appendices alone total approximately 1,250 pages. Due to its voluminous size, the actual traffic count data sheets and CMA worksheets were not included in the hardcopies or on the website version of the Draft EIR. However, as indicated in the Draft EIR, these sheets were available for review at the City's Planning and Building Department during the extended 60-day circulation of the Draft EIR and continue to be available. Additionally, the intersection, residential and freeway count volumes and CMA results are provided in tabular or graphic form in Section V.L, Transportation/Circulation and Parking, and/or Appendix Q of the Draft EIR.

Please refer to Response to Comment No. 20-25 regarding the inclusion of daily traffic volumes and their capacity/level of service analysis.

COMMENT 20-28

6. Figure 5 page 39 of the report needs to include the following 1-405 ramp intersections:

1-405 Northbound off ramps at Temple Avenue

1-405 Southbound on-ramp at Spring Street

1-405 North bound off ramp at Cherry Avenue

1-405 Southbound off ramp at Cherry Avenue

1-405 Northbound off ramp at Orange Avenue

1-405 Southbound off ramp at Orange Avenue

1-405 Northbound off ramp at Atlantic Avenue

1-405 Southbound off ramps at Atlantic Avenue

These are ramps impacted in the City of Signal Hill. There may be other ramps impacted in other jurisdictions.

Each of these ramps are critical access points to/from the 1-405 for the project and are currently operating at capacity.

RESPONSE 20-28

As discussed on page 66, Appendix Q, Traffic Impact Study Report, of the Draft EIR, the off-ramps of the 405 and 91 Freeways, as well as other freeways, are controlled by traffic signals, stop signs or other at-grade factors, such as the nearest surface street intersections. These at-grade intersections exhibit capacity constraints that control the operation of the off-ramps. Thus, the operational service of the off-ramps expected to be the most affected by project traffic is inherently reflected in the analysis of the study intersections in the vicinity of the off-ramps. These already analyzed intersections include off-ramps that are signalized at their intersection with surface streets, as well as signalized surface street intersections proximate to non-signalized off-ramp intersections. For these reasons, the focus of the freeway ramp analysis was on-ramps, which include the 405 Freeway southbound on-ramp at Spring Street, and off-ramps were not further analyzed.

COMMENT 20-29

7. Review of Table 7 assumes metered lane capacity of 900 or 1600 vehicles per hour. The 900 rate is based on the one vehicle per green indication. Also, the HOV lane volumes were estimated based on 17% of the ramp volume using the HOV. Actual peak hour utilization counts should be provided at:

1-405 and Cherry 1-405 and Lakewood 1-405 Atlantic 1-405 Carson

The results of these analyses are needed to properly analyze project impacts.

The capacity of each ramp signal should be based on the ramp meter rate currently implemented by Caltrans. The consultant needs to verify and obtain concurrence from Caltrans on the rate they are using.

RESPONSE 20-29

The metered and unmetered on-ramp lane capacities of 900 and 1,600 vehicles per hour, respectively, that were used in the analysis are reasonable. Caltrans did not question these capacities in their comment letter to the Draft EIR (please see Comment Letter 4). These capacities have also been accepted by Caltrans in other traffic studies in the greater Los Angeles area.

The estimated 17 percent usage of HOV on-ramp lanes in this Draft EIR also was not questioned in Comment Letter 4 and has been accepted by Caltrans in other traffic studies in the greater Los Angeles area. In addition, three sample traffic counts conducted on May 13, 2004, during the A.M. peak hour at on-ramps in the vicinity of the City of Signal Hill revealed the following usages:

405 Freeway Northbound On-Ramp from Westbound Spring Street

Total Vehicles: 834, including 186 in HOV lane (22 percent)

405 Freeway Southbound On-Ramp from Spring Street

Total Vehicles: 296, including 39 in HOV lane (13 percent)

405 Freeway Southbound On-Ramp from Eastbound Willow Street

Total Vehicles: 472, including 111 in HOV lane (24 percent)

Combined, the actual usage of these HOV lanes averages approximately 20 percent, which is more than the 17 percent assumed in the analysis. It should also be recognized that the traffic analysis was based on planning, rather than operational, applications, procedures, capacities and factors that are reasonable and appropriate for both CEQA and long-range traffic studies. Furthermore, the Draft EIR was reviewed by Caltrans and no objection was raised regarding the metering rates or HOV lane usage.

COMMENT 20-30

8. Future traffic conditions of traffic study starting on Page 75 states that the future Year 2020 traffic volumes were projected using a microcomputer version of the Southern California Association of Governments regional traffic forecasting computer model. To properly/adequately review the adequacy of the results the following is needed and is not included in the report:

a. Network Coding Maps

b. Traffic Analysis Zone (TAZ) Map

c. Land use inputs by TAZ

d. Select Zone of Project to verify project distribution.

e. List of Transportation Improvements assumed and how these are funded.

f. The comparison of the vehicle trips generated by related projects in the specific zones to the traffic growth estimated.

g. Plots of the project traffic volumes.

h. Plots of the daily, AM and PM peak volumes, the network for future conditions with and without the project.

9. This information is critical. For example, a review of existing and future traffic volumes at Cherry/Spring shows the PM southbound left turn volume on Cherry increasing from 321 vehicles to 559 vehicles. The intersection is currently operating near capacity and the increase in traffic will cause an unacceptable condition.

10. Further review of future AM/PM traffic volumes, Figure 12a and 12b show volumes at Cherry/Pacific Coast Highway. A review of the AM/PM volumes show significantly less traffic for existing conditions than has been reported for the intersection. This is why copies of Appendix D is needed

Further the future traffic volumes are significantly less than have been previously reported. These are reasons that the modeling inputs need to be checked for accuracy and adequacy.

RESPONSE 20-30

The plots and maps cited by the Commentor are of large size, and as such, are available for review at the City of Long Beach Public Works Department. The land use input data and the comparison of trip generations, SCAG growth versus related projects, are also available for review at the Public Works Department.

As noted by the Commentor, the increase in the P.M. peak-hour southbound left-turn volume on Cherry Avenue at Spring Street is a result of cumulative traffic growth and not the project. However, the project is expected to add traffic volumes to several of the other turning movement volumes at this intersection. As shown on Table 67, the intersection is projected to operate during the P.M. peak hour at LOS F without the project and at LOS E with the project after mitigation. The project would significantly impact this intersection during the P.M. peak hour prior to mitigation.

The Commentor does not provide specific information regarding the higher existing traffic count volume that is referenced. The traffic count for Cherry Avenue/Pacific Coast Highway used in the traffic analysis was accurately collected by Wiltec, a firm specializing in such data collection. At the time the traffic count was conducted, there was nothing unusual observed that might have produced an "under count."

The Commentor also does not provide specific information regarding the higher future traffic volumes that is referenced. The transportation model and its inputs were developed and applied using accepted modeling procedures and assumptions. The model inputs are available for review at the Department of Planning and Building at Long Beach City Hall.

COMMENT 20-31

11. The report identifies a number of mitigation measures that have to be implemented. The costs and any impacts caused by constructions the facilities need to be addressed. To address impacts of widening projects, schematics of proposed improvements, rights of way needed and their impacts discussed in the EIR.

RESPONSE 20-31

The impacts due to the construction of the mitigation improvements would be a temporary condition that may be of several months duration, depending on the specific improvement and location. Temporary lane closures and detours may be involved. Every reasonable effort will be made to minimize disruptions and complete the improvements as quickly as possible. The secondary effect due to the on-street parking removal included in some of the proposed mitigation improvements has been identified in the Draft EIR. No

acquisition of right-of-way is expected to be necessary to implement the mitigation measures. The cost of the traffic mitigation program cannot be specified at this time as some elements are still evolving. Whatever the cost of the mitigation program that is finally approved, the project will ensure that funding is provided for this cost. Conceptual mitigation plans for the off-site intersection improvements are available at the Long Beach Public Works Department. These conceptual plans are expected to be refined when the actual plans are designed for construction of the improvements.

COMMENT 20-32

12. After receipt of the above information we can review the adequacy of recommended mitigation measures. At this time it can be stated that the additional information presented above needs to be provided to ascertain the adequacy of the document and whether or not additional mitigation measures are required.

RESPONSE 20-32

As indicated above, plot maps, actual traffic count data sheets, CMA worksheets, and other information requested by the Commentor are available for review at the City of Long Beach Public Works and/or Planning and Building Departments. The analyses presented in Appendix Q, Traffic Impact Study Report, of the Draft EIR are adequate and deemed acceptable by the City of Long Beach.

LETTER NO. 21

City of Bellflower, Community Development Department
Pam Welty
16600 Civic Center Drive
Bellflower, CA 90706-5494

COMMENT 21-1

We have received and reviewed the Draft EIR (36-02) for PacifiCenter in Long Beach. Although all of the new construction will be along Carson Street, immediately north of the Long Beach Municipal Airport we are concerned about the traffic generated along Lakewood Boulevard the eastern border of the development.

We would request that future EIR's [*sic*] more directly discuss and provide specific documentation of the mitigation measures proposed for all traffic issues along Lakewood Boulevard, specifically the intersection of Lakewood at Artesia.

RESPONSE 21-1

Section V.L, Transportation/Circulation and Parking, of the Draft EIR, provides an analysis of traffic impact along Lakewood Boulevard to the north and south of the project site. The Draft EIR does propose mitigation for the traffic impacts along Lakewood Boulevard, including the intersection of Artesia Boulevard/Lakewood Boulevard. This includes the Adaptive Traffic Control Systems/Intelligent Transportation System (ATCS/ITS) mitigation measure and the project transportation demand management (TDM) program, which will reduce the project impact at this intersection to a level below significance.

COMMENT 21-2

We are also concerned about the intersection at Bellflower and Artesia, which is also located within our city borders.

RESPONSE 21-2

The Draft EIR does propose the ATCS/ITS mitigation measure along Bellflower Boulevard, including at Artesia Boulevard. Together with the project TDM Program, this measure will reduce the project impact at this intersection to a level below significance.

COMMENT 21-3

These intersections as well as the Artesia (91) Freeway on and off ramps are our greatest concerns.

RESPONSE 21-3

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. It should be noted that the Draft EIR does propose the ATCS/ITS mitigation measure for the 91 Freeway on- and off-ramps at Atlantic Avenue, Cherry Avenue, Lakewood Boulevard and Bellflower Boulevard, which together with the project TDM Program will reduce project impacts at these intersections to a level below significance.

LETTER NO. 22

City of Cerritos
Torrey N. Contreras, Advance Planning/Redevelopment Manager
Department of Community Development
Civic Center
18125 Bloomfield Avenue
P.O. Box 3130
Cerritos, CA 90703-1373

COMMENT 22-1

Thank you for providing the City of Cerritos with an opportunity to review and comment on the Draft Environmental Impact Report for the above referenced project. City staff has reviewed the Draft EIR and has determined that the proposed project will not generate any significant impacts to the City of Cerritos.

The City of Cerritos would like to receive any future updates regarding this project. We look forward to working with the City of Long Beach in the future. Thank you again for including the City of Cerritos in your planning and review process. Should you have any questions, please do not hesitate to contact me at (562) 916-1201.

RESPONSE 22-1

This comment acknowledges that the City of Cerritos has reviewed the Draft EIR and concludes that the proposed project will not have significant impacts on the City of Cerritos. The City of Cerritos is included in the City's mailing list for future notices regarding the project.

LETTER NO. 23

Legal Aid Foundation of Los Angeles
Susanne Brown, Staff Attorney
110 Pine Avenue, Suite 420
Long Beach, CA 90802-4421

COMMENT 23-1

The Legal Aid Foundation of Los Angeles submits the following comments on behalf of our client, the Long Beach Housing Trust Fund Coalition ("LBHTFC"). The LBHTFC is a coalition of community based organizations, churches, community advocates and housing

developers who support the creation of affordable housing through the development of a housing trust fund in Long Beach. The LBHTFC advocates for a housing trust fund in the City of Long Beach with a variety of funding sources, including commercial linkage fees and inclusionary zoning.

RESPONSE 23-1

The comment acknowledges that the Legal Aid Foundation of Los Angeles has reviewed the Draft EIR. As discussed in Section V.J.2, Housing of the Draft EIR, in accordance with the Development Agreement for the project, the Applicant will be required to pay fees to the City that will be used to contribute to affordable housing of varying affordability levels on a City-wide basis. In that regard, the Development Agreement specifies fees of $3 million for affordable housing. Thus, the project will further the LBHTFC goal regarding the creation of an affordable housing fund in the City of Long Beach.

COMMENT 23-2

The City of Long Beach is in the midst of a severe affordable housing crisis. Increasingly safe, decent, affordable and accessible housing is out of reach for many people who work in our hospitals, schools, stores and restaurants, as well as residents who are elderly, disabled, homeless or single parents. 43% of the City's renters spend more than 35% of their household income on rent. Over one quarter of the City's renters spend more than half their income on rent. 22,000 families each month must choose between rent, food, medicine or clothing for their children. One in five Long Beach renters lives in severely overcrowded housing. Vacancy rates in Long Beach, the lowest in LA County at 3.7%, are expected to drop to 3% by the end of 2004.

RESPONSE 23-2

These comments regarding housing within the City of Long Beach are acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 23-3

Because the City is in the midst of such a severe housing crisis, the City should take advantage of every opportunity to create affordable housing. Unfortunately, it appears that the City has failed to take advantage of the opportunity presented by the massive development proposed by Boeing, which includes 2500 market rate residential units and 3.3 million square feet of commercial development as the preferred alternative.

RESPONSE 23-3

As stated in Section V.J.2, Housing, of the Draft EIR, as part of the project, the Applicant will contribute funds to the City of Long Beach in lieu of the provision of affordable housing on-site. The Draft EIR specifically states, "the fee for affordable housing to be provided as part of the project will support the City's affordability goals set forth by Policies 2.1, 2.10, and 3.1." Specifically, while the project itself will not directly provide affordable housing, in accordance with a Development Agreement, it will provide fees to the City that will be used to contribute to affordable housing of varying affordable levels on a City-wide basis. Specific information regarding the affordable housing funds is appropriately contained within the proposed Development Agreement for the project, which is now available at the Department of Planning and Building at Long Beach City Hall. As discussed therein, the Applicant and its successors will contribute $3 million to the City's existing and future affordable housing programs and costs, with payments phased (beginning with execution of Development Agreement) over the course of project development. The City will have sole discretion to use such funds, as it deems appropriate.

Additionally, in response to public comments, the Applicant has announced its preference for a revised plan for the project, which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms and 10.5 acres of park space with an additional 2.5 acres for pedestrian easements/view corridors and bicycle paths, and public access easements. The impacts associated with the revised plan will be similar to those analyzed for the Reduced Intensity Alternative.

COMMENT 23-4

Boeing's proposed project is expected to create 3,832 construction jobs and result in a net increase of up to 13,442 new full time equivalent on-site employees. EIR at p. 566-568.

RESPONSE 23-4

This comment reiterates data provided in Section V.J.1, Employment, of the Draft EIR. This comment does not introduce new information or provide comments regarding information presented in the Draft EIR. Thus, no response is necessary.

COMMENT 23-5

Many of those who will be employed at the Boeing site, such as janitors, administrative assistants, legal secretaries, computer technicians and security officers, will be unable to afford rental housing at the Boeing site and elsewhere in Long Beach.[10] The Boeing development will therefore add to the City's affordable housing crisis because it will not include a single unit of affordable housing out of the 2500 units planned for construction.

RESPONSE 23-5

Please refer to Response to Comment No. 23-3 regarding Boeing's contribution of fees for City-wide affordable housing programs, as well as a reduction in the number of units proposed by the revised plan that is now preferred by the Applicant. The $3 million in fees that will be paid by Boeing as part of implementation of the project will assist in addressing the City's affordable housing needs. Furthermore, the proposed project will include a range of residential unit types and sizes, with a range of sale prices and rents. Thus, the City's affordability goal will also be advanced.

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 23-6

The Boeing site will also negatively impact traffic, as many of those employed at the Boeing site will have to commute to work since they will not be able to afford housing in Long Beach.

RESPONSE 23-6

The traffic analysis did take into account the projected housing locations of site employees based on data from Southern California Association of Government's (SCAG) transportation model. As discussed in Section V.L, Transportation/Circulation and Parking, of the Draft EIR, the proposed project with implementation of mitigation measures will result in significant and unavoidable traffic impacts at three study intersections and on eight freeway segments.

As discussed in Response to Comment No. 23-3, Boeing has announced its preference for a revised plan which is referred to as Douglas Park. Douglas Park will result in fewer residences (but more home ownership) and an associated decrease in

[10] *See Attachment, Out of Reach in 2004, prepared by the Southern California Association of Non-Profit Housing (SCANPH), April 2004.*

population growth. Accordingly, the trips generated by Douglas Park will be less as compared with the proposed project, such that the number of intersections that will be significantly impacted will be reduced to two.

COMMENT 23-7

The City's Housing Element specifically provides that the City will "[u]tilize development agreements as a tool to achieve a mix of affordability levels in large-scale residential developments." See Housing Element, p. V-10, Policy 2.10. This excerpt from the City's housing element requires the City to use large scale developments, like the Boeing development, to create on-site housing that is affordable to a variety of income levels, including moderate-income, low-income, very low-income and extremely low-income. As stated earlier, not a single unit at the Boeing development will be affordable to anyone except those with high incomes who can afford market rate rents and mortgages. This violates the intent of the City's Housing Element.

RESPONSE 23-7

The City of Long Beach General Plan sets forth the goals, policies and directions the City will take in managing its future. California law requires each local government to adopt a local General Plan, which must contain at least seven elements: Land Use, Transportation, Housing, Conservation, Noise, Open Space, and Safety. The City's Seismic Safety and Air Quality elements are optional components of the General Plan. Each element discusses in detail official policies and programs the City has adopted regarding each topic. The Housing Element includes seven goals, each of which includes a series of policies that collectively advance the applicable goal. The seven goals include: (1) Retain and improve the quality of existing housing and improve quality of life in neighborhoods; (2) Provide increased opportunities for the construction of high quality new housing; (3) Provide increased opportunities for home ownership; (4) Address the unique housing needs and circumstances of special needs populations; (5) Mitigate governmental constraints to the extent feasible to housing investment and affordability; (6) Preserve existing stock of affordable housing; and (7) Ensure fair and Equal Housing Opportunity.

The second of these goals, is to: “Provide increased opportunities for the construction of high quality new housing.” In total there are ten policies identified for this goal, including Policy 2.10. These policies address a range of issues including residential size and density, balance of rental and ownership opportunities, high architectural quality, adaptive reuse, development along transit corridors, suitability of location, the creation of public/private partnerships to provide greater access to affordable housing funds, accommodation of larger families, technology-friendly design, and mix of affordability levels, all in support of the creation of high quality new housing as set forth in the larger

goal. Collectively, those policies and the larger goal are consistent with and reflected in the Douglas Park plan (as discussed in Response to Comment No. 23-3), which will create 1,400 units of new housing, including a mix of for-sale and rental housing, as well as a variety of housing product types ranging from single-family homes to townhomes, townhome/flat combinations, row houses, condominiums and apartments. All of these will be in proximity to the new commercial development included within the proposed project and will be located within an area designated as an activity center. Also, the proposed project constitutes in-fill and mixed-used development, as it will optimize the value of existing property no longer in use or needed for aircraft manufacturing by balancing reuse opportunities with community needs and environmental constraints, while creating significant employment and housing opportunities. Furthermore, development and future use of the project site will be guided by a Development Agreement between the Applicant and the City and a new planned development ordinance including Development Standards and Design Guidelines. Compliance with these requirements and guidelines will ensure a quality neighborhood long into the future. All together, the proposed project will be consistent with the policies and the goal for the construction of high quality new housing. An analysis of the project's consistency with the goals and policies set forth in the City of Long Beach Housing Element is provided in Section V.J.2, Housing of the Draft EIR.

With regard to affordable housing, the Development Agreement describes a $3 million fee to be paid by the Applicant and its successors to support the creation of affordable housing in the City in support of specific goals and specific policies set forth by the Housing Element that are specifically related to preserving and creating “affordable housing” for low-income populations. Policy 2.10 is not one of those policies, although the comment suggests otherwise. Policy 2.10 refers to the “utilization of development agreements to include a mix of affordability levels.” The several housing types contained within the project do include a range of products and sizes (i.e., single-family detached homes, townhomes, townhome/flat combinations, condominiums, and apartments) which collectively are accessible at a multitude of affordability levels; thus, the project is consistent with Policy 2.10. In addition, as noted above, the Development Agreement is used not only as a mechanism to introduce 1,400 diverse units of housing, but also includes $3 million in fees to be paid to the City that will be used to contribute to affordable housing of varying affordable levels on a City-wide basis.

COMMENT 23-8

Instead of providing an analysis of the project's impact on the City's affordable housing crisis and discussing appropriate mitigation measures, the EIR merely dismisses this issue with the following statement: "[W]hile the project itself will not directly provide affordable housing, in accordance with a development agreement, it will provide fees to the City that will be used to contribute to affordable housing of varying affordable levels on a Citywide

basis." EIR at p. 587. The EIR fails to provide any meaningful information regarding the amount of this fee, how the fee will be used, when the fee will be used, what incomes will be targeted with the fee, or where the affordable housing will be built.

RESPONSE 23-8

Neither the State CEQA Guidelines nor the City of Long Beach has defined specific thresholds of significance for affordable housing for use in CEQA documents. Additionally, Division VI of the City of Long Beach Municipal Code includes provisions regarding housing for households of very low and low incomes in market rate projects. However, the provisions of Division VI set forth in the Municipal Code have not yet been placed into effect. As such, Section V.J.2, Housing of the Draft EIR appropriately provides an analysis of the project's consistency with relevant goals and policies within the City of Long Beach Housing Element, including those goals and polices that pertain to affordable housing. This Section of the Draft EIR appropriately states that the fee for affordable housing to be provided as part of the project will support the City's affordable housing goals and policies set forth by the Housing Element. Specifically, while the project itself will not directly provide affordable housing, in accordance with a proposed Development Agreement for the project, it will provide fees to the City that will be used to contribute to affordable housing of varying affordable levels on a City-wide basis. Therefore, no mitigation measures related to affordable housing are required. The Draft EIR was not required to disclose the specific amount of the affordable housing fee to be paid as part of the project since the City of Long Beach does not have a specific threshold of significance or statutory requirement regarding payment of such a fee. Rather, the fee of $3 million to be paid by Boeing is appropriately specified in the Development Agreement between Boeing and the City of Long Beach. The fee will be deposited with the Housing Services Bureau of the City. This Bureau will be responsible for managing and allocating the funds. As set forth in the Development Agreement, the City will use the fee in such manner as it shall determine appropriate, in its sole discretion, toward the City's existing and future affordable housing programs and costs.

COMMENT 23-9

I spoke with Amy Bodack, the City employee charged with negotiating the development agreement between Boeing and the City, on March 26, 2004. I requested a copy of the development agreement at that time, but was told it would not be available to the public for at least another six weeks. When I inquired as to whether Ms. Bodack could provide me with information regarding the housing fee Boeing planned to pay the City, Ms. Bodack informed me she could not do so because the fee was still being negotiated.

RESPONSE 23-9

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. The Development Agreement is now available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall. Please refer to Response to Comment No. 23-8, above, for discussion of the affordable housing funds to be contributed the Applicant pursuant to the Development Agreement.

COMMENT 23-10

Boeing's failure to include any information in the EIR regarding the housing fee it intends to pay the City to offset the negative impacts the project will have on the City's affordable housing crisis renders the EIR incomplete. Without adequate information in the EIR regarding how much the housing fee will be, how it will be spent, when it will be spent, where it will be spent and what income levels will be targeted, there is not a meaningful opportunity for the public to comment on the project, its impacts, or its proposed mitigation measures. The EIR's housing and employment discussions are inadequate without the critical information that will allegedly be contained in the development agreement. The EIR fails to provide adequate information for informed decision making. The EIR additionally fails to make a good faith disclosure of its affordable housing and employment impacts and the mitigation measures needed to address those impacts. This type of deferred mitigation is not permissible under the California Environmental Act (CEQA).

RESPONSE 23-10

The Commentor erroneously assumes that the affordable housing payment is required mitigation for a significant impact. As discussed above in Response to Comment No. 23-8, the funds Boeing will contribute to the City of Long Beach for City-wide affordable housing programs are not considered mitigation, but rather are a feature of the project and a negotiated term of the Development Agreement that the City and Boeing agree helps to advance the City's affordable housing goals. Section V.J.2, Housing of the Draft EIR states … "the fee for affordable housing to be provided as part of the project will support the City's affordability goals set forth by Policies 2.1, 2.10, and 3.1." Like the provision of a mix of units and product types within the project, the payment of an affordable housing fee is a project feature that is not triggered by any significant impact. Consistent with Policy 2.10, the Development Agreement is being used as a tool to require these features and to create a mix of affordability levels consistent with City policies and goals. In addition, Consistent with Policy 2.1, the project's range of rental and for-sale units of varying sizes will facilitate housing production in a way that meets some of the need specifically identified in the Regional Housing Needs Assessment, which, in addition to identifying housing production goals for affordable housing categories also identifies

goals for providing market-rate units. Finally, the project will provide favorable home purchasing opportunities that will, because of the substantial affordable housing contribution, facilitate affordable housing options consistent with Policy 3.1. Although the project itself will not include any affordable housing on-site, there is no General Plan or other City requirement to do so. Thus, there is no significant impact associated with providing only market-rate units on-site and paying an agreed upon sum of $3,000,000 to the City to advance affordable housing goals. For these reasons, the absence of specific information regarding such fees from the Draft EIR does not render the EIR incomplete or inadequate. Specific information regarding the affordable housing funds is appropriately contained within the Development Agreement for the project, which is now available at the Department of Planning and Building at Long Beach City Hall. As discussed therein, Boeing and its successors will contribute $3,000,000 to the City's existing and future affordable housing programs and costs, with payments phased (beginning with execution of the Development Agreement) over the course of project development. The City will have sole discretion to use such funds, as it deems appropriate.

Similarly, the project will not result in significant impacts associated with employment; therefore mitigation is not required. Please refer to Section V.J.1, Employment, on pages 556 through 571 of the Draft EIR for an analysis of employment impacts.

COMMENT 23-11

The purpose of an EIR is to "alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." Laurel Heights Improvement Association v Regents of the Univ. of California ("Laurel Heights") (1988) 47 Cal.3d 376, 392; Santiago County Water Dist. v. Co. of Orange (1981) 118 Cal.App.3d 818, 822. Thus, an EIR must "provide public agencies and the public with detailed information about the effect which a proposed project is likely to have on the environment; ... list ways in which the significant effects of such a project might be minimized; and ... indicate alternatives to such a project." CEQA §21061; § 15002 of the CEQA Guidelines, 14 Cal. Code Regs., § 15000, et seq. ("Guidelines"); Laurel Heights, 47 Cal.3d at 392.

An EIR must propose mitigation measures to avoid or substantially lessen the potentially significant environmental impacts of a project (CEQA §§21081 and 21100(b)(3); Guidelines §15126.4) and CEQA mandates that an enforceable mitigation monitoring program be adopted for any project that is approved on the basis of an EIR. CEQA §21081.6; Guidelines §15091(d).

RESPONSE 23-11

As required by the California Environmental Quality Act (CEQA) and CEQA Guidelines, potential environmental impacts associated with the project are analyzed throughout Section V, Environmental Impact Analysis, of the Draft EIR. Mitigation measures have been provided to reduce impacts identified in the analysis. All of the measures are included in the Mitigation Monitoring and Reporting Program (MMRP), which is contained in Section IV of this Final EIR. If approved by the City, the project will be required to comply with the MMRP.

Alternatives to the proposed project are addressed in Section VI, Alternatives, on pages 799 through 887 of the Draft EIR. As discussed therein, a range of reasonable alternatives was evaluated based on the ability to reduce impacts associated with the proposed project. As discussed in Section VI, Alternatives, in addition to the five alternatives analyzed, a number of other alternatives were considered and rejected due to each alternative's failure to meet most of the basic project objectives, the infeasibility of such an alternative, or the inability of the alternative to avoid the significant environmental impacts of the proposed project.

COMMENT 23-12

Boeing has made it impossible for the public and decision-makers to know the true environmental impacts associated with its proposed massive development. The EIR, therefore, should not be approved until it is revised to include a full analysis of its housing and employment impacts, as well as proposed mitigation measures, and re-circulated to give the public a meaningful opportunity to comment on the revised document.

Thank you for your consideration of our comments. Should you have any questions, I can be reached at (213) 640-3897.

RESPONSE 23-12

Please refer to Response to Comment Nos. 23-1 through 23-11, above. The Draft EIR provides a full analysis of housing, employment, and other impacts in accordance with CEQA requirements and contains appropriate mitigation for all identified significant project impacts. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 23-13

Attachment, Out of Reach in 2004, prepared by the Southern California Association of Non-Profit Housing (SCANPH), April 2004

[Note: Please refer to Appendix FEIR-A of this Final EIR for the original attachment.]

RESPONSE 23-13

The attachment supports Comment No. 23-5. Therefore, please refer to Response to Comment No. 23-5.

LETTER NO. 24

Aircraft Owners and Pilots Association
John L. Collins, Government Analyst
421 Aviation Way
Frederick, MD 21701-4798

COMMENT 24-1

The Aircraft Owners and Pilots Association (AOPA) is a nonprofit membership association consisting of over 400,000 pilots and aircraft owners nationwide, 49,475 of whom reside in the state of California. AOPA is committed to ensuring the continued viability, growth and development of aviation and airports in California and the United States.

This serves as AOPA's comments to the draft Environmental Impact Report (EIR) for the PacifiCenter at Long Beach, EIR No. 36-02.

RESPONSE 24-1

This comment acknowledges that the Aircraft Owners and Pilots Association (AOPA) has reviewed the Draft EIR. Specific comments on the Draft EIR and responses follow.

COMMENT 24-2

AOPA continues to have significant concerns about this project and its compatibility with the aeronautical functions of the Long Beach/Daugherty Field Airport. Our preferred alternative is the Non-Residential Alternative. Based on 65 years of experience in dealing with airport issues, the Association believes that residential development adjacent to airports is detrimental to the continued safe operation of the airport and the health, safety and welfare of the community's citizens both on the ground and in the air.

RESPONSE 24-2

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. The commentor is referred to Section V.E, Hazards and Hazardous Materials, and Section V.H, Land Use and Planning, of the Draft EIR, for a thorough discussion of airport safety and land use compatibility issues.

As discussed in Section V.H, Land Use and Planning, of the Draft EIR, the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site. Finally, the proposed uses will be consistent with the noise compatibility guidelines and polices set forth by the Caltrans Handbook and the ALUP, and all residential buildings will comply with Title 21 requirements regarding exterior and interior noise. Therefore, from a land use perspective, the location of residential uses within the northern portion of the site is compatible with the airport and would not be detrimental to the continued safe operation of the airport and the health, safety and welfare of the community's citizens both on the ground and in the air.

Furthermore, in response to public input and comment, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units within the northern portion of the project site, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths.

COMMENT 24-3

The mitigation measures listed in Section V. I., Noise, specifically measures V.I-14 through V.I-18, would not be necessary if the project's preferred alternative did not create the problem by situating residential development adjacent to the airport. The airport already has a Federal Aviation Administration approved noise compatibility program in effect, introducing new residences within the airport traffic pattern for Runway 7L/25R will exacerbate noise complaints even with a signed acknowledgement from the residents. This development will be the source of future problems that only steps taken today will

help prevent. The avigation easements, real estate disclosure and construction requirements for noise attenuation will help alleviate these, but they typically do not fully address the perceived noise problems. Only restrictions on development to assure limited residential development will fully alleviate all concerns.

RESPONSE 24-3

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. The proposed project will not result in the development of residences adjacent to the airport. The project includes residential uses within the northern portion of the site and commercial uses within the southern portion of the site adjacent to the Airport.

Section V.I, Noise, of the Draft EIR contains an analysis of the project relative to potential noise from the airport (e.g., noise complaints from airport operations and over-flights from the introduction of new homes in proximity of the airport). In compliance with the policies of the Airport Land Use Plan (ALUP), California Title 21, and FAA Guidelines, the published Airport CNEL contours were used to assess potential noise impacts upon the proposed residential uses and associated outdoor recreational areas within the project development resulting from airport noise. LBMC Chapter 16.43.050(A) states that, "it is the goal of the City that incompatible property in the vicinity of the Airport shall not be exposed to noise above 65 CNEL." As the analysis concluded and as indicated by Figure 55 on page 536 of the Draft EIR, the residential uses and associated outdoor recreational areas proposed within the project site will be outside of the 65 CNEL contour based upon the maximum expected operating scenario allowed by LBMC Chapter 16.43. Thus, noise impacts associated with airport noise will be less than significant.

As indicated in Response to Comment No. 24-2, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. Under the Douglas Park plan, all of the residential uses will be located outside of the 60 CNEL contour.

COMMENT 24-4

While the EIR has addressed many of the concerns AOPA raised in our July 6, 2001 letter submitted during the Notice of Preparation, we remain convinced that establishing a new residential community at the PacifiCenter at Long Beach site is not in the best interests of

the continued viability of the Long Beach/Daugherty Field Airport. It is for this reason that we urge your office to strongly consider the Non-Residential Alternative for this project.

RESPONSE 24-4

The Commentor's urging that the Non-Residential Alternative for the project be strongly considered is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. Sections V.E, Hazards and Hazardous Materials, V.H, Land Use and Planning, and V.I, Noise, of the Draft EIR provide an analysis of the project's compatibility with the future use of the airport. The Draft EIR concludes that with the incorporation of mitigation measures the project will be compatible with airport activity.

COMMENT 24-5

Thank you for your consideration of the Association's views on this EIR. If we can be of further assistance, please do not hesitate to contact our staff.

RESPONSE 24-5

This comment does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. Therefore, no response is necessary.

LETTER NO. 25

Long Beach Airport Association
Kevin McAthren, Secretary
4137 Donald Douglas Drive
Long Beach, CA 90808

COMMENT 25-1

The Long Beach Airport Association is opposed to the residential element (1,400 - 2,500 housing units) of this project, due to noise, safety, and overflight concerns with its proximity to Long Beach Airport. While we support other concepts in the proposed project, such as research & development activities, light industrial, warehouse, office space, and even some retail as well as a hotel, housing is inappropriate and strenuously opposed by our organization.

RESPONSE 25-1

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. The Commentor is referred to Section V.E, Hazards and Hazardous Materials, Section V.H, Land Use and Planning, and Section V.I, Noise, of the Draft EIR, for a thorough discussion of airport safety, land use compatibility, and noise issues.

The project includes residential uses within the northern portion of the site and commercial uses within the southern portion of the site adjacent to the Airport. As discussed in Section V.H, Land Use and Planning, of the Draft EIR, the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site. Finally, the proposed uses will be consistent with the noise compatibility guidelines and polices set forth by the Caltrans Handbook and the ALUP, and all residential buildings will comply with Title 21 requirements regarding exterior and interior noise. Therefore, from a land use perspective, the location of residential uses within the northern portion of the site is compatible with the Airport.

Furthermore, in response to public input and comment, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park, will include 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths.

COMMENT 25-2

With the Boeing property being immediately adjacent to the north side of the Airport, and runway 25-Right, thus with easy airport access, we feel some aviation use is appropriate on this property, especially for hangar and tiedown space for general aviation aircraft dispossessed by other airport development and redevelopment projects in the recent past.

RESPONSE 25-2

As indicated in Section III, Project Description, of the Draft EIR, specific aviation-related uses will be permitted within the southern portion of the site. Such uses will primarily serve as an amenity to businesses at the project site. In addition, as discussed in Section V.E, Hazards and Hazardous Materials, certain aviation-related uses may be subject to a "through-the-fence" agreement. More common types of “through-the-fence” agreements are for freelance flight instruction, aircraft maintenance, and aircraft hangars. As required by Mitigation Measure V.E-4 prior to execution of a "through-the-fence" agreement for a proposed aviation-related use, the proposal shall be submitted to the Airport for review and approval and the Airport will consult with the FAA.

COMMENT 25-3

Long Beach Airport has residential neighborhoods in its surroundings, but none is as close to often-used runway approaches as the proposed residential development at Pacificenter. Our Airport has limits on numbers of flights, noise levels, and hours of operations, in order to be protective of nearby residents concerns. But placing new residential areas so close to the airport is sheer folly, from the standpoint of noise, safety, and overflight.

RESPONSE 25-3

As shown in Table 30 on page 508 of Draft EIR, runway utilization characteristics at Long Beach Airport demonstrate that the airport predominately operates in an east-west configuration (i.e., Runway 12/30, Runway 25R/7L, and Runway 25L/7R). The distance between the nearest residential uses and the landing thresholds along the approach line of these often used runways at Long Beach Airport is as follows: Runway 12 equals 2,900 feet; Runway 30 equals 2,750 feet; Runway 25L equals 2,900 feet; Runway 25R equals 3,400 feet; Runway 7L equals 2,550 feet; and Runway 7R equals 3,200 feet. As discussed in Section V.I, Noise, of the Draft EIR, the north/south (16L/34R and 16R/34L) runways are used infrequently by small single engine aircraft due to the short runway length, limitation for only visual operations, and curfew after 10:00 P.M. Thus, while the project will result in proposed residential uses closer to a Long Beach Airport runway approach than the closest existing residential neighborhood or approximately 2,250 feet from the landing threshold of Runway 16L, Runway 16 L would not be considered a predominately used runway and is used only by small, single-engine aircraft with no nighttime operations.

In addition, as illustrated in Figure Response to Comment No. 25-3 presented below, the closest and farthest residential unit in the Douglas Park Plan is approximately 2,400 feet and 5,400 feet from the main runway (Runway 12/30), respectively. Based on these distances there are hundreds of existing homes which are closer to the main runway

than those proposed at Douglas Park. In addition, there are thousands of homes that exist within 5,400 feet of the main runway, many of which are located directly under the flight path of the main runway 12/30 and the two east-west runways (7L/25R and 7R/25L) which are used on a daily basis.

Please note that a discussion of potential effects from overflight noise (e.g., runway 16L as well as helicopter operations) was provided on pages 537 and 538 of the Draft EIR. As concluded therein, the project could result in overflight noise which may be a source of annoyance to proposed sensitive receptors on the project site. Also refer to Response to Comment No. 25-1 and Sections V.E, Hazards and Hazardous Materials, V.H, Land Use and Planning, and V.I, Noise, of the Draft EIR, for a thorough discussion of airport safety, land use compatibility, and noise issues.

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 25-4

We urge the City of Long Beach not to approve the zoning changes necessary to construct housing in this project area, and to oppose the housing element of the Boeing Realty Pacificenter proposal.

Figure Response to Comment No. 25-3Residential Units in Proximity to Airport

Thank you, any questions, comments, or communications please address to:

Kevin McAthren
Secretary, Long Beach Airport Association
c/o Airserv (PH) 562 – 429-8062
4137 Donald Douglas Drive (FAX) 562 – 421-2858
Long Beach, CA 90808

RESPONSE 25-4

This comment does not introduce new environmental information or directly challenge information presented in the Draft EIR. Therefore, no response is necessary. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

LETTER NO. 26

Long Beach Flying Club and Flight Academy
Candace A. Robinson
2631 Spring Street
Long Beach, CA 90806

COMMENT 26-1

Please add the Long Beach Flying Club to the growing list of businesses that would be negatively affected, perhaps fatally, with any residential component within the proposed Pacificenter project adjacent to Long Beach Airport. I am OPPOSED to the residential component within Pacificenter and sincerely hope that the EIR process as I understand it will unearth the myriad of problems that would bestow us if a housing development is allowed to proceed within the boundaries of the traffic pattern for Runway 25R.

RESPONSE 26-1

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. The Commentor is referred to Section V.E, Hazards and Hazardous Materials; Section V.H, Land Use and Planning; and Section V.I, Noise, of the Draft EIR, for a thorough discussion of airport safety, land use compatibility, and noise issues (including Runway 25R traffic pattern issues).

The proposed project will not result in the development of residences adjacent to the Airport. The project includes residential uses within the northern portion of the site and commercial uses within the southern portion of the site adjacent to the Airport. With regard to safety, as discussed in Sections V.E, Hazards and Hazardous Materials, and V.H, Land Use and Planning, of the Draft EIR, the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards and Hazardous Materials, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site. Finally, the proposed uses will be consistent with the noise compatibility guidelines and polices set forth by the Caltrans Handbook and the ALUP, and all residential buildings will comply with Title 21 requirements regarding exterior and interior noise. Therefore, from a land use perspective, the location of residential uses within the northern portion of the site is compatible with the airport and would not be detrimental to the usage of Runway 25R or aircraft traffic patterns.

Furthermore, in response to public input and comment, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park, will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project.

COMMENT 26-2

So that the EIR can most effectively address the issues, I would like to add to the list of elements that need to be covered more completely in the current version of the EIR:

1. Since it's [*sic*] reemergence, Hush II has disrupted every related meeting and project, bringing the business of running the airport nearly to a standstill. Once the developer has built, sold and profited from the new development and moved on, the City will be left to deal with the increased noise complaints that arise. Has the language of the avigation easements been developed? Also to be included in the easement should be the fact that full disclosure of the number of noise complaints by the homeowner will be a part of the escrow when the property sells. The complete language of the avigation easements regarding the ramification [*sic*] of the proximity to the airport must be included.

RESPONSE 26-2

In accordance with the proposed Development Agreement for the project, the Applicant will record an Airspace And Avigation Easement over the project site. As set forth in the Development Agreement, this Easement will include several provisions including the provision that the City and all persons using the Airport shall have the unimpeded and unrestricted right to use and operate aircraft through all of the "navigable airspace" above the project site, as that term is presently defined in the Federal Aviation Act of 1958, as amended, and in all airspace above the project site necessary or convenient to the present or future operation of aircraft to and from the Airport in accordance with all relevant regulations, advisory circulars or other publications of the Federal Aviation Administration governing the operation of aircraft in flight. In addition, the Development Agreement will require that the CC&Rs and any deed conveying all or a portion of the project site after the Development Agreement is approved shall contain a statement in substantially the following form:

"The subject property is located in the immediate vicinity of Long Beach Airport – Daugherty Field (the "Airport"), which is a public use commercial airport serving the general public. As a result, owners and residents of the subject property are routinely subject to noise, dust, fumes and other effects from the operation of aircraft at, to and from the Airport. Aircraft using the Airport may routinely use the airspace above or in the vicinity of the subject property. The volume of aviation activity and resulting effects on the subject property may increase in the future. The effects of aircraft operations and the operation of the Airport may cause owners and residents of the subject property to experience inconvenience, annoyance, discomfort, and may otherwise impair or adversely affect normal activities on, and the comfortable use and enjoyment of, the subject property. These effects may also adversely affect the fair market value which the subject property might otherwise have in the absence of aircraft operations at, to or from the Airport. An easement has been granted and recorded which grants airspace rights over, and the right to cause such effects on, the subject property. This easement protects the right of such aircraft and airport operations and precludes any resulting claims of damage or injury to the subject property, or to any person residing on or owning the subject property."

In addition, the proposed Development Agreement specifies that the Applicant or any of its successors and assigns which develop, construct, and then sell or lease to any person any building or other structure on any portion of the property shall require each purchaser or lessee of any such building or structure to execute a notarized Acknowledgment of Notice of Airspace And Avigation Easement (Acknowledgment).

The Acknowledgment will: (i) specify the portion of the property being purchased or rented or leased; (ii) be executed and acknowledged by each purchaser or renter or

lessee; (iii) contain the disclosure that an Airspace And Avigation Easement has been recorded against, and is binding upon all persons owning, leasing, or using the portion of the property being sold or rented or leased; (iv) contain the disclosure cited above to be included in the CC&Rs; and (v) contain an express Acknowledgment by the purchaser or renter or lessee that it is purchasing or renting or leasing the specified portion of the property subject to the Airspace And Avigation Easement and that, in so doing, it is waiving legal claims and rights which it might otherwise have with respect to the aviation activities permitted by the Easement. The requirement for this Acknowledgement has also been included as part of Mitigation Measure V.I-15 of this EIR.

The Commentor's opinion that the proposed Airspace And Avigation Easement should require homeowners to disclose to the buyer of their property the number of noise complaints that they have made is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 26-3

2. The City's Stragetic [*sic*] Plan 2010 did not include the housing element in the Pacificenter project. However, the Stragetic [*sic*] Plan 2010 relating to the Long Beach Airport, recommends: 1) develop a strategy for land use that maximizes the airport's economic return to the community, 2) expand Airport business opportunities, but only within existing noise compatibility ordinances, and 3) the City should take a leadership role with the Southern California Association of Governments (SCAG) and other entities in addressing future airport capacity needs of the region while maintaining noise compatibility and other environmental limits at the Airport. The housing element of the PacifiCenter project is at odd [*sic*] with the three recommendations of the Stragetic [*sic*] Plan 2010 and should be given a complete comparative analysis.

RESPONSE 26-3

Section V.H, Land Use and Planning, provides an analysis of the project's compatibility with the City's Strategic Plan 2010. The section includes an analysis of goals and action steps that are applicable to the project. As indicated in the analysis, the project will comply with Business Growth and Workforce Development, Goal B3 and the associated action steps since the proposed project will balance business growth and neighborhood needs within the City by constructing new housing units while increasing job opportunities. The project will be designed as a master planned community that will provide a live, work, and play environment and create identifiable neighborhoods. The project will also include community amenities such as passive and active open space areas, including parks and recreational facilities, that will serve the needs of on-site residents and most of which will be available to the general public. In addition, the project

will expand airport business opportunities by locating light industrial, R&D, and aviation-related uses within close proximity of the Airport. All of the proposed uses will be located in compliance with existing noise compatibility ordinances.

With regard to Action Step B1.6, which states "By the year 2001, develop a strategy for land use at the Long Beach Airport that maximizes the airport's economic return to the community," this action step applies to the airport property itself and not surrounding properties. Action Step B3.8 states "The City should take a leadership role with the Southern California Association of Governments (SCAG) and other entities in addressing future airport capacity needs of the region while maintaining noise compatibility and other environmental limits at the Long Beach Airport." This action step is not applicable to the project since it suggests that the City coordinate with SCAG regarding regional airport capacity.

With regard to the Housing Element, Section V.J.2, Housing, of the Draft EIR provides an analysis of the Housing Element. As indicated therein, the new housing created by the project will support the applicable City-wide goals and policies set forth by the 2000-2005 Housing Element of the Long Beach General Plan.

Based on the above, the Housing Element and the Strategic Plan are not at odds. Rather, the action steps raised in the comment are specific to the airport property and action that should be taken by the City. As discussed in the Draft EIR, the project is consistent with the City of Long Beach Strategic Plan 2010 and the 2000-2005 Housing Element.

COMMENT 26-4

3. The City has buyback provisions for approximately 60 acres of the PacifiCenter property. There must [*sic*] analysis of the existence of this provision, as well as the possibility of the buyback occurring.

4. In 1981 the City sold 136.18 acres to McDonnell Douglas with the buyback provisions as mentioned previously, as well as severe deed restrictions. Whether or not the city chooses to exercise it's [*sic*] rights, the covenant remains: the 136.18 acres shall be used for "purposes of aircraft related manufacturing, and related modification and support activities, including but not limited to servicing, storage, maintenance, overhaul, design, testing, repair, sales, service, painting, washing, flight training, ground training, charter, fabrication, forming, bonding, machining, cutting, welding, casting, brazing, annealing, assembly forging related to aircraft coverings, fasteners, fuel, communication equipment, navigation equipment, avigation equipment, assemblies, sub-assemblies, parts, casting,

structures, components, engines, tires, wheels, brakes, motors, instruments, seats, lights, upholstery, carpets, drapes and miscellaneous parts, and MDC, or its assigns, vendees or successors in interest, shall not use the PROPERTY For [*sic*] any other purpose so long as CITY, or any other governmental agency, operates or maintains an airport abutting the PROPERTY. This covenant shall run with the land and shall bind MDC and all of its successors, heirs and assignees." It is absolutely clear that the property cannot be used only for "potential aviation related" uses. THE EIR MUST ADDRESS THE DEED RESTRICTIONS.

RESPONSE 26-4

Pursuant to two Corporation Grant Deeds that were recorded on December 24, 1981, the City currently has a right of first refusal to re-acquire a portion of the subject property located generally along the southerly boundary of the property, south of the extension of Conant Street west of Lakewood Boulevard that is proposed as part of the project. Those same Grant Deeds contain the limitations on use described in this comment. The right of first refusal and the limitations on use are not environmental issues within the proper scope of the EIR for the proposed project but rather are legal issues that, if the project is approved by the City Council as proposed, will, as described below, be resolved by the City waiving the right of first refusal and its right to restrict the portion of the subject property that is subject to such right of first refusal to aviation-related uses.

If the proposed Development Agreement for the project, which is recommended by City Staff and the City Attorney, is approved by the City Council, the City will have agreed to waive the above-described right of first refusal once the Phase I Commercial Infrastructure has been completed. If the project is approved as proposed, potential aviation-related uses would continue to be permitted on this part of the property. Other uses, including office, research and development, light industrial and manufacturing uses, would also be permitted in this area. Such approval of the project would constitute a waiver of the limitations on use set forth in the 1981 Grant Deeds, which the City Council, as the legislative body of the City, has the authority to grant.

COMMENT 26-5

5. For future grant applications by the Airport to the FAA, FAA 151.26, "Procedures: Applications; compatible land use information" will need to be addressed. Included in the regulation, "(a) Each sponsor must state in its application the action that it has taken to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations including landing and take-off of aircraft. The sponsor's statement must include information on – (1) Any property interests (such as airspace easements or title to airspace) acquired by the sponsor to assure

compatible land use, or to protect or control aerial approaches; (2) Any zoning laws enacted or in force restricting the use of land adjacent to or in the vicinity of the airport, or assuring protection or control of aerial approaches, whether or not enacted by the sponsor; and (3) Any action taken by the sponsor to induce the appropriate government authority to enact zoning laws restricting the use of land adjacent to or in the vicinity of the airport, or assuring protections or control of aerial approaches, ..." The EIR should address how the Airport plans to address future grant applications when it will have to disclose how the easements, zoning and restrictions were GIVEN AWAY and not protected during the PacifiCenter development.

RESPONSE 26-5

How the Airport plans to address future grant applications to the FAA is not an environmental issue within the proper scope of the EIR for the proposed project. The Commentor's opinion that any such applications will have to disclose how the "easements, zoning and restrictions" were not protected during the approval process for the project is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. However, the compatibility of the proposed project with the Airport has been addressed in every applicable environmental impact area analyzed in the EIR (refer to, e.g., Section V.E, Hazards and Hazardous Materials; Section V.H, Land Use and Planning, and Section V.I, Noise, of the Draft EIR).

COMMENT 26-6

The EIR is far from being complete; when completed the EIR will show that the PacifiCenter project is bad for the Airport, bad for business, bad for the community, bad for potential homeowners, and bad for the City.

RESPONSE 26-6

The Commentor's opinion about the completeness of the Draft EIR is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. The Draft EIR has been completed in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines. The Draft EIR provides a thorough analysis of all potential environmental impacts associated with the proposed project in Section V, Environmental Impact Analysis. In addition, a Fiscal Impact Report has also been prepared for the project that indicates that, upon full buildout of the proposed uses, the project would generate an annual General Fund surplus when compared with forecasted expenditures associated with the project. A copy of the report is available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.

LETTER NO. 27

Lakewood Village Neighborhood Association
David J. See, Chairman, Government Relations Committee
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COMMENT 27-1

The Lakewood Village Neighborhood Association (LVNA) has been actively involved in Boeing's Pacificenter project for over 3 years. The LVNA has reviewed the Pacificenter Draft EIR and has the following comments:

RESPONSE 27-1

This comment acknowledges that the Lakewood Village Neighborhood Association (LVNA) has reviewed the Draft EIR. Specific comments on the Draft EIR and responses follow.

COMMENT 27-2

– The LVNA opposes the high density housing component based on the findings described below.

– The high density housing component would not be compatible with the existing low density single family residential neighborhoods of the Lakewood Country Club and Lakewood Village.

RESPONSE 27-2

Section V.H, Land Use and Planning, of the Draft EIR includes an analysis of land use compatibility with adjacent uses. Compatibility generally means capable of existing together in harmony. From a land use perspective, the concept takes into account physical and operational aspects as well as visual aspects of development. Physical and operational aspects include the types of uses as well as the distance between uses. Visual aspects include consideration of the design, character, and scale of projects that are adjacent to one another.

As discussed in detail in Section V.H, Land Use and Planning, of the Draft EIR, because of the distribution of uses, the project will be compatible with the surrounding off-

site areas. The proposed residential uses will be located nearest to the existing residential uses north of the site, and the more intense commercial and light industrial uses will be located closer to the Airport to the south. Single-family detached housing will be located adjacent to Carson Street. While the density will be greater than the existing housing to the north, this does not in and of itself result in an incompatible land use pattern. The existing single-family residences will be buffered from the proposed single-family residences, which will be developed at a higher density, by the intervening distance between on-site development and residences to the north (i.e., over 175 feet) as well as the proposed setback of 28 feet along Carson Street (excluding right-of-way). In addition, the existing trees on the north side of Carson Street in combination with street trees that will be planted along the south side of Carson Street will also create a buffer. Finally, the project will be designed as a master planned community and will include Design Guidelines to ensure that proposed facilities are functionally and visually compatible with surrounding development and that sufficient landscape amenities are provided.

In response to public input and comment, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. The impacts associated with the Revise Plan will be similar to those analyzed for the Reduced Intensity Alternative. Residential development under the Douglas Park plan will include a mix of housing types but will provide a minimum of 100 lots of 4,500 square feet for detached single-family homes and a maximum of 400 apartment units. One likely scenario is an estimated 190 single-family detached homes, 177 townhomes, 400 townhome/flat combinations, 249 condominiums, and 384 apartment units. The single-family residences will be developed at a maximum of 10 to 14 units per acre. The low- to medium-density areas will be developed with a maximum of 25 units per acre while the medium- to high-density areas will be developed with a maximum of 50 units per acre.

COMMENT 27-3

– The high density housing component would not be appropriate next to the 13th busiest airport in the State.

RESPONSE 27-3

The project includes residential uses within the northern portion of the site and commercial uses within the southern portion of the site adjacent to the Airport. As

discussed in Sections V.E, Hazards and Hazardous Materials, and V.H, Land Use and Planning, of the Draft EIR, the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site. Finally, the proposed uses will be consistent with the noise compatibility guidelines and polices set forth by the Caltrans Handbook and the ALUP, and all residential buildings will comply with Title 21 requirements regarding exterior and interior noise. Therefore, from a land use perspective, the location of residential uses within the northern portion of the site is compatible with the Airport.

As indicated above in Response to Comment No. 27-2, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park. Douglas Park, will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths.

COMMENT 27-4

– Of all land uses, high density housing has the most significant financial impact on City services and revenues and the taxpayers of LB. Because of this, the LVNA supports a more economically beneficial business/tech park with job-producing commercial and industrial uses similar to Boeing's six other redevelopment projects in S. California (none of which have a residential component).

RESPONSE 27-4

The majority of the 261-acre project site, or 160 acres, will be developed with non-residential uses. The project will result in up to 3.3 million square feet of non-residential floor area and up to 400 hotel rooms on the project site. The project will also generate between 5,336 to 13,987 jobs as discussed in Section V.J.1, Employment of the Draft EIR. As indicated in Section III, Project Description, business and tech park uses are permitted uses within the Commercial area of the site.

The City of Long Beach established the goal of high quality, high wage job generation. Many of Boeing's other projects have been either smaller or released as

surplus land on an incremental basis, thus restricting the ability of the development program to respond to higher goals and to generate employment similar to that projected for the project. Furthermore, other Boeing projects in the Southern California region have been located in primarily industrial areas. This is in contrast to the proposed project site, which is surrounded by golf courses, residential communities, two Boeing aircraft production facilities, the Long Beach Airport, commercial, industrial, and educational uses. Additionally, Boeing has proposed other residential projects in Phoenix and the Seattle area. However, a direct comparison between proposed development at the project site and unrelated projects at Boeing properties located in other jurisdictions cannot be drawn due to differences in local conditions, economic trends, market demands, and community needs.

While the residential component of the project does not produce jobs, the Fiscal Impact Report for the proposed project concludes that full buildout of the proposed project uses will generate an annual net surplus of $1.5 million to $3.8 million to the City's General Fund. (A copy of the report is available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.) Thus, project-generated revenue will be sufficient to cover expenditures, at full buildout of the proposed uses, associated with the increased demand for police services, fire protection, libraries, and parks.

As indicated above in Response to Comment No. 27-2, the Applicant has announced its preference for a revised plan for the project, which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. With 1,100 fewer residences than the proposed project, Douglas Park will result in an associated decrease in population growth. Therefore, if Douglas Park is approved, impacts on public services will be less as compared with the proposed project. Douglas Park will still have a positive fiscal impact and is anticipated to generate an annual net surplus of $2.4 million to $3.6 annually to the City's General Fund at full buildout of the proposed uses. A copy of the Fiscal Impact Report for Douglas Park is also available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.

COMMENT 27-5

– The high density housing component would not be appropriate on a property where its soils are toxic and under which a methane plume purportedly exists.

RESPONSE 27-5

As discussed in Section V.E, Hazards and Hazardous Materials, of the Draft EIR, the Applicant is currently implementing an ongoing comprehensive environmental assessment and remediation program to clean up historic chemical releases to soil and groundwater from former industrial activities on the project site in coordination with the Los Angeles Regional Water Quality Control Board (LARWQCB). This remediation program is mandated by Order of the LARWQCB and must be completed independent of the ultimate redevelopment of the project site. LARWQCB verification of the completion of the required components of remediation work are required before the Applicant obtains permits to construct new buildings as part of the project. In addition, as discussed in detail in Section V.E, Hazards and Hazardous Materials, of the Draft EIR, any area proposed for residential use where soil has been impacted by chemical(s) of concern has or will be remediated to acceptable regulatory levels and will be subjected to risk analysis to confirm that the area is fully protective of health, safety and the environment. Therefore, construction and operation of the project will not result in the exposure of people to existing sources of potential health and safety hazards.

With regard to a methane plume, there is no methane plume under the project site. Extensive investigative and testing programs have confirmed that portions of the site area have extremely low concentrations of naturally occurring methane, at levels much lower than many other areas of the region. There is no methane on the site at any levels of concern.

As indicated above in Response to Comment No. 27-2, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park. Residential development under the Douglas Park plan will include a mix of housing types but will provide a minimum of 100 lots of 4,500 square feet for detached single-family homes and a maximum of 400 apartment units. One likely scenario is an estimated 190 single-family detached homes, 177 townhomes, 400 townhome/flat combinations, 249 condominiums, and 384 apartment units. The single-family residences will be developed at a maximum of 10 to 14 units per acre. The low- to medium-density areas will be developed with a maximum of 25 units per acre while the medium- to high-density areas will be developed with a maximum of 50 units per acre.

COMMENT 27-6

– The LVNA has kept the LV residents informed of the Pacificenter project by providing [P]ower[P]oint presentations at general meetings and newsletter articles with factual information. The LVNA also conducted two unbiased surveys for the residents of

Lakewood Village. The results of the surveys indicated that an overwhelming majority of LV residents oppose the high density housing component.

RESPONSE 27-6

This comment does not introduce new environmental information or directly challenge information presented in the Draft EIR. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

As indicated above in Response to Comment No. 27-2, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park. Located on approximately 101 acres in the northern portion of the site, the residential development will include single-family residences that will be developed at a maximum of 10 to 14 units per acre. The low- to medium-density areas will be developed with a maximum of 25 units per acre while the medium- to high-density areas will be developed with a maximum of 50 units per acre.

COMMENT 27-7

Four members of the LVNA have participated in Boeing's Pacificenter Northern Task Force Group for the past 18 months. All four members have the following concerns with the current task force system:

– There has not been comprehensive and balanced discussions [*sic*] on alternative land uses for Pacificenter. The meetings have mostly consisted of carefully-controlled discussions on "which type of housing is appropriate" and "how the housing should look", etc. In order to be fully informed, we have repeatedly requested studies, analysis, and data to compare the differences between residential uses and a variety of commercial and industrial land uses, including a Market Study and Fiscal Impact Report, but thus far we have received no such information.

– We have requested that neutral, third party guest speakers participate in task force discussions on jobs, housing, economic development, comparison of land uses, market forces, a development that would best serve LB, etc., but we have received no responses to this request. Thus far, the only guest speakers have been Boeing's paid consultants. Much of their information has been useful; however, their facts and findings have been very biased and always to the benefit of Pacificenter and not necessarily to the benefit to [*sic*] the citizens of Long Beach.

RESPONSE 27-7

The task force was formed by the Applicant as part of an outreach program for the project. The earliest Task Force meetings were designed to identify key concerns and questions regarding the proposed project. In subsequent meetings, the Applicant brought in experts in the areas of question. Specifically, this included Crain & Associates regarding traffic, Robert Charles Lesser & Co., LLCregarding fiscal impacts and market value, Thomas Properties regarding high end rental housing, Standard Pacific regarding for-sale housing, McLarand Vasquez Emsiek regarding land planning, California State University at Long Beach Department of Economics regarding economic impacts and mixed use planning, and PCR Services for environmental impact analyses.

The alternatives, are described in Section VII of the Draft EIR, do provide for alternative land uses as suggested by this comment.

COMMENT 27-8

– We have requested joint task force meetings to include task force members from all four groups together, and the sharing of names and numbers between all task force members. We feel this is a reasonable request so that opinions and issues can be shared between the neighborhood groups. The task force system should be more open and encourage the sharing of information, and not be so secretive so that neighborhoods potentially "divide and conquer" each other. Thus far, no joint meetings have occurred.

RESPONSE 27-8

As indicated above, the task force system was formed by the Applicant as part of an outreach program for the project. These meetings were not sponsored by the City and were not required as part of the California Environmental Quality Act (CEQA) process for the project. The Applicant indicates that the task forces were originally formed according to their geographic orientation to the proposed project site. This was done to allow each neighborhood to provide their unique input without having to compete with other communities. Prior to this comment letter being drafted, the four task force groups were consolidated into two groups. In addition, two subsequent meetings have been held by the Applicant with all groups together.

COMMENT 27-9

– The task force meeting "minutes" have been filtered to exclude comments from the neighborhood groups and include only positive, pro-housing comments from Boeing's paid consultants. For example, the minutes from the Northern Task Force meeting in November 2002 includes a 5 page summary on Mr. Magaddino's (paid consultant from

CSULB) presentation on the need for housing, but completely excludes all questions and comments from the neighborhood task force members.

RESPONSE 27-9

As indicated above, the task force meetings were not sponsored by the City and were not required as part of the CEQA process for the project. The Applicant indicates that notes from the task force meetings were taken by a third party consultant and distributed after every meeting. The Applicant indicates that when corrections were requested, they were made and notes were re-distributed. .

COMMENT 27-10

– We have repeatedly asked why Boeing has successfully converted six other S. California properties into job-producing business and industrial parks with no residential component, but we have received only erroneous and incomplete answers to this question (ie. - high quality job generation can only be achieved in LB with a mixed use concept including a residential component; the sites in other cities are "different", etc.).

RESPONSE 27-10

Please refer to Response to Comment No. 27-4, above, regarding Boeing's other redevelopment projects.With regard to the project's proposed residential component, based on data from Keyser Marston Associates, over the last several years, the commercial office leasing market in and around the Airport area has remained very soft. Commercial properties adjacent to the Long Beach Airport have over 300,000 square feet of un-built, entitled commercial space at Kilroy and the Airport Business Park. [11] In addition, according to Cushman and Wakefield, there is a total Airport area inventory of 2.1 million square feet of commercial space, with a direct vacancy of 8 percent (167,000 square feet) and an additional sublease vacancy of 1.6 percent (34,000 square feet). The greater market area demonstrates an 9.6 percent vacancy rate, including sublease space. This data excludes vacancies in Carson and the Dominquez Hills Technology projects, which encompass an additional 2.8 million square feet in available or entitled space. Furthermore, the Airport area reported a negative absorption of 18,000 square feet (i.e., space not leased) of floor area in the first quarter of 2004. The absorption for the entire 405/710 corridor, Bixby Knolls, East Long Beach, and the Long Beach Airport was only 14,000 square feet. Vacancy rates in Class A buildings located in Downtown Long Beach average 12 percent and 17.4 percent in Class B buildings. Based on this data, the prospect of leasing large amounts of commercial space at rates that support new construction within the project area is weak, without a significant and rapid improvement in

[11] *Memorandum from Keyser Marston Associates Incorporated, August 4, 2004.*

the regional economy. Thus, given current market conditions, if developed strictly as a commercial/retail area, the site could not expect to absorb more than 200,000 square feet per year, including industrial space. This suggests that total buildout of a larger commercial project, with as much as six million square feet, would take 30 years to absorb. The project's mixed-use plan is therefore intended to respond to local market conditions and demands while meeting the City's goal of bringing high-quality, high-wage jobs to the project site by blending mutually supportive uses (including residential uses) that are desired in today's marketplace, can serve the multiple needs of a variety of businesses, and act as a magnet for the best tenants. In addition, the mixed-use plan is designed to elevate the relative attractiveness of the entire Airport submarket so that rents can be achieved that will support new construction.

COMMENT 27-11

Thank you for giving us the opportunity to review the Pacificenter DEIR. We will continue to work with City officials and Boeing as the Pacificenter project evolves. It is our sincere hope that the ultimate decision of the LB City Council is based upon the highest benefit to the citizens in the City of LB. This would include decisions based upon the generation of high quality jobs and the preservation of stable single family neighborhoods within the City.

RESPONSE 27-11

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. As indicated above, it is the intent of the Applicant to provide for high-quality jobs as well as a stable residential community.

LETTER NO. 28

Form Letter

COMMENT 28-1

I/We, the undersigned, are opposed to Boeing Realty's plans for residential development within the proposed PacifiCenter project immediately adjacent to Long Beach Airport due to noise, safety and overflight concerns.

RESPONSE 28-1

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. The commentor is referred to Section V.I, Noise; Section V.E, Hazards and Hazardous Materials; and Section V.H, Land Use and Planning, of the Draft EIR, for a thorough discussion of noise, airport safety and land use compatibility issues.

The project will not result in the development of residences immediately adjacent to the Airport. The project includes residential uses within the northern portion of the site and commercial uses within the southern portion of the site adjacent to the Airport. As discussed in Sections V.E, Hazards, and V.H, Land Use and Planning, of the Draft EIR, the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site. Finally, the proposed uses will be consistent with the noise compatibility guidelines and polices set forth by the Caltrans Handbook and the ALUP, and all residential buildings will comply with Title 21 requirements regarding exterior and interior noise. Therefore, from a land use perspective, the location of residential uses within the northern portion of the site is compatible with the Airport.

Furthermore, in response to public input and comment, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of on-site park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths.

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Long Beach, CA

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Signal Hill, CA 90755

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3615 Lemon Ave.
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G.R. illegible
3333 East Spring St.
Long Beach, CA 90806

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Long Beach, CA 90803

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4100 Donald Douglas
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4285 Pepperwood Ave
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5909 E. Pacific Coast Highway, #8
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5934 The Toledo
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8500 Lurline Avenue
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Julio Zamora
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Long Beach, CA 90803

LETTER NO. 29

Thomas B. Ackland
633 W. Fifth Street, 47th Floor
Los Angeles, CA 90071-2043

COMMENT 29-1

By way of this letter, we would like to register our opposition to Boeing Realty's preferred (2,500 housing units) and alternatively (1,400 housing units) residential development plans for the proposed PacifiCenter complex.

RESPONSE 29-1

This Commentor's opposition is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 29-2

As a corporate aircraft operator, we believe that noise and safety considerations should preclude the construction of housing units in such close proximity to active runways at the Long Beach Airport.

Thank you for your attention in considering our point of view.

RESPONSE 29-2

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. The Commentor is referred to Section V.I, Noise; Section V.E, Hazards and Hazardous Materials; and Section V.H, Land Use and Planning, of the Draft EIR, for a thorough discussion of noise, airport safety, and land use compatibility issues related to the airport.

The project includes residential uses within the northern portion of the site and commercial uses within the southern portion of the site adjacent to the Airport. As discussed in Sections V.E. Hazards and V.H, Land Use and Planning, of the Draft EIR, the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the

Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site. Finally, the proposed uses will be consistent with the noise compatibility guidelines and polices set forth by the Caltrans Handbook and the ALUP, and all residential buildings will comply with Title 21 requirements regarding exterior and interior noise. Therefore, from a land use perspective, the location of residential uses within the northern portion of the site is compatible with the Airport.

LETTER NO. 30

Pamela and Erwin Angeles
4135 Clubhouse Drive
Lakewood, CA 90712-4010

COMMENT 30-1

Many issues concern us on the proposed PacifiCenter project. But the most pressing for us would be the increase in traffic on Carson Street.

As the amount of traffic stands now, from the inside of our home when the windows are open, the noise of Carson Street sounds like a freeway. We dread the level of noise, not to mention the increased pollution caused by the additional 2,500 plus automobiles that would accompany the proposed 2,500 residences of the PacifiCenter.

RESPONSE 30-1

The project's various uses, including the residential development, will generate a total of approximately 55,920 daily trips, including 4,482 A.M. and 5,427 P.M. peak-hour trips. Please refer to Table 9 on page 70 of Appendix Q, the traffic impact study report, for a more detailed breakdown of the trip generation for the various project uses. Table 67, beginning at page 694 of the Draft EIR, sets forth the significant project traffic impacts at the study intersections, including those along Carson Street, without and with mitigation.

Existing, future no project, future with project, and cumulative traffic-related noise levels on Carson Street west and east of Lakewood Boulevard were analyzed in the Draft EIR. Please refer to pages 532 through 535, of Section V.I, Noise, of the Draft EIR regarding the mobile noise analysis. As concluded in the analysis, the maximum project-related mobile noise increase along Carson Street would be 0.7 dBA, which is well below

the established threshold of five dBA. Therefore, the project would not result in a significant mobile noise impact along Carson Street. Also, additional analysis was conducted to account for the increase in heavy duty truck trips associated with any accessory warehouse uses. This analysis concluded heavy-duty trucks associated with the project would not add more than 0.1 dBA to any location along Carson Street and thus would also result in a less than significant mobile noise impact along Carson Street. The Draft EIR also analyzed future cumulative increases in noise levels along Carson Street west and east of Lakewood Boulevard due to ambient growth plus project development and concluded the project would not add to a significant cumulative increase in noise levels at these locations. As concluded in the analysis, the maximum cumulative mobile noise increase along Carson Street would be 1.3 dBA which is well below the established threshold of five dBA. Therefore, the project would not result in a significant cumulative mobile noise impact along Carson Street.

A thorough analysis of potential air quality impacts from project-related traffic was provided on pages 250 through 256 in Section V.B, Air Quality, of the Draft EIR. Pollutant emissions associated with project-related trips were analyzed using guidance set forth in the SCAQMD's CEQA Air Quality Handbook. As shown in Table 11 on page 251 of the Draft EIR, project-related pollutant emissions associated with vehicular traffic would contribute to significant regional CO, NO_X, PM_{10}, and ROC impacts.

The project is not anticipated or expected to have a localized air quality impact at any intersections in the project study area based on the analysis provided on page 250 of Section V.B, Air Quality, of the Draft EIR. Specifically, the local effects of project-related mobile emissions were analyzed at ten of the most congested intersections (including four intersections along Carson Street) within the project vicinity using assessment methodology and evaluation criteria adopted by the SCAQMD. The analysis evaluated potential localized operational impacts related to the project buildout traffic, as well as cumulative traffic at intersections near sensitive receptors, and with high project traffic volumes and poor levels of service (i.e., greatest change in volume-to-capacity due to project generated traffic). Since significant impacts would not occur at the intersections with the highest traffic volumes that are located adjacent to sensitive receptors, it was concluded that no significant impacts would be anticipated to occur at any other locations in the study area, including those in the community north of Carson Street, as the conditions yielding CO hotspots would not be worse than those occurring at the analyzed intersections.

In response to public input and comment, the Applicant has announced its preference for a revised plan for the proposed project which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI,

Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of on-site park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. With fewer residences, Douglas Park will result in an associated decrease in population growth. Therefore, impacts on noise, air, and traffic will be less as compared with the proposed project.

COMMENT 30-2

Our family loves living here on Clubhouse Drive, however, if the proposed PacifiCenter project is completed with this high number of residences, we fear our quality of life would be so diminished that we would consider leaving our neighborhood.

RESPONSE 30-2

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

Quality of life is a general term and typically consists of a variety of factors including air quality, noise, transportation/congestion management, availability of services (e.g., water, solid waste, schools, police and fire services), and provision of open space. For an analysis of the various issues associated with quality of life, please refer to the appropriate section in Section V, Environmental Impact Analysis, of the Draft EIR.

As indicated in Response to Comment No. 30-1, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park, which will include up to 1,400 residential units or 1,100 units fewer than the proposed project.

LETTER NO. 31

Mr. and Mrs. Robert Baughman
3323 Warwood Road
Lakewood, CA 90712

COMMENT 31-1

Pacific Center's [*sic*] proposal to build homes on Boeing property is a scheme to make money for Boeings [*sic*]. Homes that close to an airport is contrary to what every other city

is doing. Once the homes are all sold Boeing will go away and all the problems will be left for the cities of Long Beach and Lakewood.

RESPONSE 31-1

The mixed-use development program proposed as part of the proposed project was developed in response to a goal established by the City of Long Beach to bring high-quality, high-wage jobs to the project site. Given competitive market conditions and historic mediocre office performance in the Airport area submarket, The Boeing Company ("the Applicant") determined that the best way to achieve this goal is to create an attractive mixed-use environment that can serve the multiple needs of a variety of businesses and act as a magnet for the best tenants. Furthermore, development and future use of the project site will be guided by a Development Agreement between the Applicant and the City, a new planned development ordinance that includes Development Standards and Design Guidelines. Compliance with these requirements and guidelines will ensure a quality neighborhood long into the future. In addition, The Boeing Company's continued presence in the area provides it with a vested interest in ensuring the site is developed with a quality project.

As discussed in the Draft EIR, including Sections V.E, Hazards and Hazardous Materials; V.H, Land Use and Planning; and V.I, Noise, the proposed housing and commercial uses meet or exceed all federal, State, County, and City regulations and guidelines regarding land uses in proximity to airports.

COMMENT 31-2

Those of us who live near the airport now are the only ones who really know what the noise level is. I doubt if any of the architects or planners who designed this project live anywhere near an airport.

RESPONSE 31-2

This comment does not introduce new environmental information or directly challenge information presented in the Draft EIR. Therefore, no response is necessary. However, please refer to Section V.I, Noise, of the Draft EIR for a detailed discussion of airport-related noise levels. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 31-3

The homes will sell, but in a short time those who become unhappy and can afford to move will. The remaining owners will be low-income housing and then slums.

RESPONSE 31-3

As illustrated in Figure 55 on page 536 of the Draft EIR, noise contours generally extend from northwest to southeast due to the larger aircraft associated with Runway 12/30. Those existing homes that are aligned with the primary commercial Runway 12/30 are impacted most severely. Nonetheless, these homes in the area have continued to maintain strong property values. As demonstrated in a study prepared by Robert Charles Lesser for the project, a variety of factors influence a homebuyer's decision. For those homes presently surrounding the Long Beach Airport, the positive influence of the quality of the neighborhoods and housing outweighs negative influence Airport operations may have on property values. In addition, the proposed homes at the project site will be located at a distance of 0.5 to 1 mile from the sides of the main runway, where noise affects are less severe. Given the nature of noise contours, properties located along the extension of the ends of the runway are most heavily impacted. Furthermore, as discussed in Response to Comment No. 31-1, development and future use of the project site will be guided by a Development Agreement between the Applicant and the City, a new planned development ordinance that includes Development Standards and Design Guidelines. Compliance with these requirements and guidelines will ensure a quality neighborhood long into the future.

COMMENT 31-4

Any time you have to stop your conversation as a plane takes off or lands, its not the lifestyle most people would want to endure. It's the helicopters and small planes that come and go constantly that cause the most noise. Long Beach is one of the busiest airports for small planes in the country. Many of Long Beach's affluent families have moved because of being under the flight path. This is why we know the residential area of Pacific Center [*sic*] will fail.

RESPONSE 31-4

The Commentor's opinion is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. Please refer to Response to Comment No. 31-3 above regarding the influence Airport operations has had on surrounding neighborhoods. Recent studies have shown little variation in the sales price of homes located within and outside of the 60 and 65 dB CNEL noise contours surrounding Long Beach Airport.[12] Property values are influenced primarily by macroeconomic factors that operate independently of locally specific conditions, including supply and demand relationships, population and employment growth rates, household income trends,

[12] *DataQuick and Robert Charles Lesser & Co., LLC, "Single Family Sales Prices, Resales – Long Beach Airport and Surrounding Areas – October 2001 to October 2002," prepared for the Regional Airport/Residential Analysis presentation to the Long Beach Airport Advisory Commission, April 17, 2003.*

mortgage interest rates, general price inflation, and the direct cost of new housing development. These factors interact in complex ways that change over time and will continue to do so.

The Commentor's assertion that helicopters and small planes cause the most noise at the Airport is incorrect. In fact, as discussed in Section V.I, Noise, of the Draft EIR, the Airport's 65 CNEL noise contour generally extends from northwest to southeast due to the larger jet aircraft associated with Runway 12/30.

In addition, in response to public input and comment, the Applicant has indicated its preference for a revised plan for the project which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will result in up to 1,400 residential units, along with 3.3 million acres of mixed commercial and industrial development, 400 hotel rooms, and 10.5 acres of on-site park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. All of the residential uses under the Douglas Park plan will be located outside of the 60 CNEL contour.

LETTER NO. 32

Karen Belville and R.B. William
4215 Clubhouse Drive
Lakewood, CA 90712

COMMENT 32-1

We are very concerned about the environmental impact that PacifiCenter will have on our own neighborhood (EIR no.36-02)[*sic*] We feel that the proposed 2,500 residential dwellings will have a severe impact on traffic, property values, and quality of life for our family.

RESPONSE 32-1

The Commentor’s concern regarding impacts from the proposed project is acknowledged and will be forwarded to the City’s decisionmakers for review and consideration. The potential impacts of the project, including the residential component, are analyzed throughout Section V, Environmental Impact Analysis, of the Draft EIR.

As stated in Section V.L, Transportation/Circulation and Parking, of the Draft EIR, the proposed project will generate a net increase of 4,482 A.M. peak-hour and 5,427 P.M. peak-hour trips. However, with implementation of the project's mitigation measures, including the transportation demand management (TDM) program and Adaptive Traffic Control System/Intelligent Transportation Systems (ATCS/ITS), traffic conditions at many area intersections will be improved when compared with future no-project conditions. Three intersections will be significantly impacted even after the implementation of mitigation measures: (1) Carson Street and Lakewood Boulevard; (2) Conant Street/B Street and Lakewood Boulevard; and (3) Spring Street and Lakewood Boulevard. Impacts on residential streets will be less than significant with the provision of funding for neighborhood traffic management measures. If the responsible jurisdiction(s) are unable to implement adequate neighborhood measures, the project will significantly impact up to three residential segments.

However, in response to public input and comment, the Applicant has announced its preference for a revised plan for the project, which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. With fewer residences and an associated decrease in population growth, the number of trips generated by Douglas Park will be less as compared with the proposed project. Therefore, the number of significantly impacted intersections will be reduced to two.

The California Environmental Quality Act (CEQA) does not require analysis of the economic and social effects of a project, such as impacts on property values, except insofar as economic impacts are part of a chain of relationships that ultimately result in a physical impact. Property values are influenced primarily by macroeconomic factors that operate independently of locally specific conditions, including supply and demand relationships, population and employment growth rates, household income trends, mortgage interest rates, general price inflation, and the direct cost of new housing development. All of these factors interact in complex ways that change over time and will continue to do so independently of future development at the proposed site.

Quality of life is a general term and typically consists of a variety of factors including air quality, transportation/congestion management, availability of services (e.g., water, solid waste, schools, police and fire), and provision of open space. For an analysis of an issue associated with quality of life, please see the appropriate section in Section V,

Environmental Impact Analysis, of the Draft EIR. Please also refer to Section V.H, Land Use and Planning, of the Draft EIR for a detailed discussion of land use compatibility.

COMMENT 32-2

We cannot imagine why anyone would want to live adjacent to an airport!

RESPONSE 32-2

This comment does not introduce new environmental information or directly challenge information presented in the Draft EIR. Therefore, no response is necessary. A detailed discussion of the compatibility of proposed residential units with the nearby Airport is provided in Section V.H, Land Use and Planning, of the Draft EIR. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 32-3

We predict that these units will be difficult to sell/rent and the prices will consequently drop. Lower prices will create new problems for our neighborhood.

RESPONSE 32-3

The proposed project has been designed to respond to local market conditions and demands. As discussed within the housing analysis in Section V.J.2, Housing, of the Draft EIR, Southern California exhibits a severe imbalance in housing units to population, as the construction of new housing units has fallen far behind population growth in the last decade. Housing demand continues to increase as the population increases throughout the region. Household growth projected by the Southern California Association of Governments (SCAG) for the Cities of Long Beach and Lakewood, the Gateway Cities subregion, and the County of Los Angeles is summarized in Table 47 on page 577 of the Draft EIR. In light of the expected household population increases, housing demand will continue to exist in the area for the foreseeable future.

Additionally, homes in the project area have continued to maintain strong property values and market demand. A variety of factors influence a homebuyer's decision. For those homes presently surrounding the Long Beach Airport, the positive influence of the quality of the neighborhoods and housing outweighs any negative influence Airport operations may have on property values. Additionally, the proposed project will include Development Standards, Design Guidelines, Covenants, Conditions and Restrictions, and maintenance standards that will ensure a quality neighborhood long into the future.

Furthermore, the Boeing Company's continued presence in the area provides it with a vested interest in ensuring the site is developed with a quality project.

Please refer to Response to Comment No. 32-1 for a further discussion regarding property values. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 32-4

We strongly oppose this high impact plan.

Thank you for your serious consideration of this matter.

RESPONSE 32-4

The Commentor's strong opposition to the project is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

LETTER NO. 33

Melvin L and Ilene Berger
4820 Faculty Ave.
Long Beach, CA 90808

COMMENT 33-1

I am writing to you to express my deep concern regarding the Boeing Pacificenter Project #EIR #36.02

I am a Lakewood Village homeowner for over 25 years. My concerns are as follows

1. The safety and security of building homes next to the L.B. airport.

RESPONSE 33-1

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. However, the Commentor is referred to Section V.E, Hazards and Hazardous Materials, and Section V.H, Land Use and Planning, of the Draft

EIR, for a thorough discussion of airport safety and land use compatibility of proposed residential uses.

The proposed project will not result in the development of residences next to the Airport. The project includes residential uses within the northern portion of the site and commercial uses within the southern portion of the site adjacent to the Airport. As discussed in Sections V.E. Hazards and V.H, Land Use and Planning, of the Draft EIR, the project will comply with the Airport Layout Plan as well as Federal Aviation Administration (FAA) Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site. Therefore, safety and security impacts associated with proposed residential uses near the Airport will be less than significant.

Furthermore, in response to public input and comment, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths.

COMMENT 33-2

2. The noise and possible litigation of noise issues from these potential residences.

RESPONSE 33-2

As discussed in Section V.I, Noise, of the Draft EIR, noise impacts on proposed residential development will be less than significant. In compliance with the policies of the Airport Land Use Plan (ALUP), California Title 21, and FAA Guidelines, the published Airport CNEL contours were used to assess potential noise impacts upon the proposed residential uses and associated outdoor recreational areas within the project development resulting from airport noise. As the analysis concluded and as indicated in Figure 55 on page 536 of the Draft EIR, the residential uses and associated outdoor recreational areas proposed within the project site will be well outside of the 65 CNEL contour based upon

the maximum expected airport operating scenario allowed by LBMC Chapter 16.43. In addition, as indicated in Response to Comment No. 33-1, the Applicant has announced its preference for a revised plan for the project, which is referred to as Douglas Park. Under the Douglas Park plan, all of the residential uses will be located outside of the 60 CNEL contour. However, as indicated on page 538 of the Draft EIR, overflight noise from the Airport (e.g., runway 16R and 16L as well as helicopter operations) may be a source of annoyance to proposed sensitive receptors (e.g., residential uses and associated outdoor recreational areas) on the project site.

In accordance with the proposed Development Agreement for the project, the Applicant will record an Airspace And Avigation Easement over the project site. As set forth in the Development Agreement, this Easement will include several provisions including the provision that the City and all persons using the Airport shall have the unimpeded and unrestricted right to use and operate aircraft through all of the "navigable airspace" above the project site, as that term is presently defined in the Federal Aviation Act of 1958, as amended, and in all airspace above the project site necessary or convenient to the present or future operation of aircraft to and from the Airport in accordance with all relevant regulations, advisory circulars or other publications of the Federal Aviation Administration governing the operation of aircraft in flight. In addition, the Development Agreement will require that the Covenants, Conditions, and Restrictions (CC&Rs) and any deed conveying all or a portion of the project site after the Development Agreement is approved shall contain a statement in substantially the following form:

> "The subject property is located in the immediate vicinity of Long Beach Airport – Daugherty Field (the "Airport"), which is a public use commercial airport serving the general public. As a result, owners and residents of the subject property are routinely subject to noise, dust, fumes and other effects from the operation of aircraft at, to and from the Airport. Aircraft using the Airport may routinely use the airspace above or in the vicinity of the subject property. The volume of aviation activity and resulting effects on the subject property may increase in the future. The effects of aircraft operations and the operation of the Airport may cause owners and residents of the subject property to experience inconvenience, annoyance, discomfort, and may otherwise impair or adversely affect normal activities on, and the comfortable use and enjoyment of, the subject property. These effects may also adversely affect the fair market value which the subject property might otherwise have in the absence of aircraft operations at, to or from the Airport. An easement has been granted and recorded which grants airspace rights over, and the right to cause such effects on, the subject property. This easement protects the right of such aircraft and airport operations and precludes any resulting claims of

damage or injury to the subject property, or to any person residing on or owning the subject property."

In addition, the proposed Development Agreement specifies that the Applicant or any of its successors and assigns which develop, construct, and then sell or lease to any person any building or other structure on any portion of the property shall require each purchaser or lessee of any such building or structure to execute a notarized Acknowledgment of Notice of Airspace And Avigation Easement (Acknowledgment). The Acknowledgment will: (i) specify the portion of the property being purchased or rented or leased; (ii) be executed and acknowledged by each purchaser or renter or lessee; (iii) contain the disclosure that an Airspace And Avigation Easement has been recorded against, and is binding upon all persons owning, leasing, or using the portion of the property being sold or rented or leased; (iv) contain the disclosure cited above to be included in the CC&Rs; and (v) contain an express Acknowledgment by the purchaser or renter or lessee that it is purchasing or renting or leasing the specified portion of the property subject to the Airspace And Avigation Easement and that, in so doing, it is waiving legal claims and rights which it might otherwise have with respect to the aviation activities permitted by the Easement. The requirement for this Acknowledgement has also been included as part of Mitigation Measure V.I-15 of this EIR.

The foregoing will adequately protect the City against future legal actions and liability issues related to the City's approval of new development near the Long Beach Airport, should the City's decisionmakers decide to approve the proposed project.

In addition, as discussed in Section V.I. Noise, of the Draft EIR, noise impacts related to ongoing operations within the Boeing Enclave (e.g., engine run-up tests) would be less than significant, but may interfere with speech communication during outdoor activities. Mitigation Measure V.I-17 of this EIR requires that development of residential uses in close proximity to the Boeing Enclave shall be prohibited until such time that run-up activities permanently cease in the 717 run-up area. The delineation of this area is provided in Figure 54 of this EIR. As part of Mitigation Measure V.I-14 of this EIR, additional sound insulation will be required for any residential development within the delineated residential area (i.e., hatched area near the Boeing Enclave) provided in Figure 54 of this EIR.

COMMENT 33-3

3. The additional traffic and possible crime as a result of building so many new residences in our community.

RESPONSE 33-3

This comment is acknowledged and will forwarded to the City's decisionmakers for review and consideration. The impacts of the project, including the residential component, are analyzed in the Draft EIR.

As stated in Section V.L, Transportation/Circulation and Parking, of the Draft EIR, the proposed project will generate a net increase of 4,482 A.M. peak-hour and 5,427 P.M. peak-hour trips. However, with implementation of the project's mitigation measures, including the transportation demand management (TDM) program and Adaptive Traffic Control System/Intelligent Transportation Systems (ATCS/ITS), traffic conditions at many area intersections will be improved when compared with future no-project conditions. Three intersections will be significantly impacted even after the implementation of mitigation measures: (1) Carson Street and Lakewood Boulevard; (2) Conant Street/B Street and Lakewood Boulevard; and (3) Spring Street and Lakewood Boulevard. With regard to freeways, based on the credit/debit analysis, the project will result in an overall benefit to the regional transportation system. However, the project will have a significant impact on eight of the nine I-405 freeway segments. Impacts on residential streets will be less than significant with the provision of funding for neighborhood traffic management measures. If the responsible jurisdiction(s) are unable to implement adequate neighborhood measures, up to three residential segments will be significantly impacted.

However, as indicated in Response to Comment No. 33-1, the Applicant has announced its preference for a revised plan for the project, which is referred to as Douglas Park. With fewer residences (but more home ownership) and an associated decrease in population growth, the number of trips generated by Douglas Park will be less as compared with the proposed project. Therefore, the number of significantly impacted intersections will be reduced to two.

Although the project will increase the residential population, the project, in and of itself, will not necessarily result in an increase in crime. This is supported by the Federal Bureau of Investigation's 2002 Crime in the United States report, which states that there are other factors which influence crime rates, including economics, population stability, and age. Moreover, an article published in the May 2000 issue of Scientific American reports that studies conducted by social scientists have not yielded any conclusive evidence on the correlation between population density and crime rates.[13]

[13] *"Coping with Crowding," Scientific American, May 2000, Vol. 282, Issue 5, by F.D.M. de Waal, F. Aureli, P.G. Judge.*

COMMENT 33-4

4. Providing for the daily needs and general services of these properties.

RESPONSE 33-4

As discussed in the Draft EIR, the proposed project will increase the demand for public services, including police, fire protection, libraries, parks, and schools. However, as stated in Section V.K.1, Police Protection; V.K.2, Fire Protection; and V.K.5, Libraries, the Fiscal Impact Report for the proposed project concludes that at full buildout of the proposed uses project-generated revenue will cover expenditures associated with the increased demand for police services, fire protection, and libraries. (A copy of the report is available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.) However, such revenue cannot be allocated to specific services except through the City's budgeting process. Therefore, if project-generated revenue were allocated in future City budgets to general municipal purposes other than to police services, fire protection, and libraries, potentially significant impacts to these services could occur. Section V.K.3, Schools, of the Draft EIR, provides an analysis of the proposed project's impacts on schools. As indicated therein, pursuant to Government Code Section 65995, payment of the developer fees required by State law will provide full and complete mitigation of the project's impacts on school facilities. Additionally, Boeing Realty Corporation has entered into an agreement with LBUSD, which provides that the payment of fees in accordance with the agreement constitutes full mitigation of the project's impacts on schools. Regarding recreational services, as stated in Section V.K.4, Recreation, new project residents will be served by the 10.5 acres of on-site park space. Additionally, the payment of park impact fees by the Applicant will provide for the acquisition of additional City park space and recreation improvements.

Furthermore, as indicated in Response to Comment No. 33-1, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park. Douglas Park will result in 1,100 fewer residences (but more homeownership), an increase of park space, and an associated decrease in population growth. Therefore, impacts on public services will be less as compared with the proposed project. Douglas Park will also generate revenue that, upon buildout, will cover project-related expenditures associated with the demand for police services, fire protection, and libraries. A copy of the Fiscal Impact Report for Douglas Park is also available at the Department of Planning and Building and the Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.

COMMENT 33-5

5. The cost of additional Policing, schooling and other public services the city of L.B. must provide to the new communities [*sic*] residences.

RESPONSE 33-5

Please refer to Response to Comment No. 33-4, above, regarding impacts on public services.

COMMENT 33-6

6. The possibility of Boeing subcontracting all work and leaving the area with no plan for the future.

RESPONSE 33-6

Boeing's continued presence in the area provides it with a vested interest in ensuring that the site is developed with a quality project. As part of the project, Development Standards, Design Guidelines and provisions within a 20-year Development Agreement between Boeing and City will be implemented, all of which serve as a long-term plan that will guide future construction and operations within the project site. Furthermore, the proposed project has been designed with some degree of flexibility with regard to the mix and timing of uses in order to respond to changing market conditions.

COMMENT 33-7

For these reasons we are against the building of any residenual [*sic*] property at Boeing Pacificenter.

RESPONSE 33-7

The Commentor's opposition to residential development at the project site is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

LETTER NO. 34

Ralph Biggerstaff
4432 Fairway Drive
Lakewood, CA 90712

COMMENT 34-1

[FLYER]

CONCERNED CITIZENS 4067 HARDWICK STREET, PMB 366

www.dangerouspath.com LAKEWOOD, CA 90712

Dear Neighbor,

The Draft Environmental Impact Report for the **PacifiCenter** project has been completed. Boeing is proposing 2,500 residential dwellings which will include approximately 2,000 high density apartments and condos. We do not believe that this use is compatible with the surrounding low density residential neighborhoods.

RESPONSE 34-1

The proposed project, as evaluated in the Draft EIR, will include a total of 2,500 residential units, of which 380 will be condominiums and 1,000 will be apartments. However, in response to public input and comment, the Applicant has announced its preference for a revised plan for the project, which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of on-site park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. Residential development under the Douglas Park plan will include a mix of housing types but will provide a minimum of 100 lots of 4,500 square feet for detached single-family homes and a maximum of 400 apartment units. One likely scenario is an estimated 190 single-family detached homes, 177 townhomes, 400 townhome/flat combinations, 249 condominiums, and 384 apartment units. The single-family residences will be developed at a maximum of 10 to 14 units per acre. The low- to medium-density areas will be developed with a maximum of 25 units per acre while the medium- to high-density areas will be developed with a maximum of 50 units per acre.

Section V.H, Land Use and Planning, on pages 430 through 493 of the Draft EIR contains an analysis of the project's compatibility with surrounding uses. As indicated therein, because of the distribution of on-site uses, the project will be compatible with the surrounding off-site areas. The proposed residential uses will be located nearest to the existing residential uses north of the site, and the more intense commercial and light industrial uses will be located closer to the Airport to the south. The existing single-family residences will be buffered from the higher density development within the site by the intervening distance between on-site development and residences to the north (i.e., over 175 feet) as well as the proposed setback of 28 feet along Carson Street (excluding right-of-way). In addition, the existing trees on the north side of Carson Street in combination with street trees that will be planted along the south side of Carson Street will also create a buffer. Furthermore, the project will be designed as a master planned community and will include Design Guidelines to ensure that proposed facilities are functionally and visually compatible with surrounding development and that sufficient landscape amenities are provided.

COMMENT 34-2

The proposed housing will have a negative effect on traffic, schools, financial resources, property values, and the quality of life for nearby residents for the following reasons:

RESPONSE 34-2

As stated in Section V.L, Transportation/Circulation and Parking, of the Draft EIR, the proposed project will generate a net increase of 4,482 A.M. peak-hour and 5,427 P.M. peak-hour trips. However, with implementation of the project's mitigation measures, including the transportation demand management (TDM) program and Adaptive Traffic Control System/Intelligent Transportation Systems (ATCS/ITS), traffic conditions at many area intersections will be improved when compared with future no-project conditions. Three intersections will be significantly impacted even after the implementation of mitigation measures: (1) Carson Street and Lakewood Boulevard; (2) Conant Street/B Street and Lakewood Boulevard; and (3) Spring Street and Lakewood Boulevard. With regard to freeways, based on the credit/debit analysis, the project will result in an overall benefit to the regional transportation system. However, the project will have a significant impact on eight of the nine I-405 freeway segments. Impacts on residential streets will be less than significant with the provision of funding for neighborhood traffic management measures. If the responsible jurisdiction(s) are unable to implement adequate neighborhood measures, up to three residential segments will be significantly impacted.

Please refer to Response to Comment No. 34-6 below regarding impacts on schools.

According to the Fiscal Impact Report for the proposed project, the project will contribute an annual surplus to the City's General Fund at full buildout of the proposed uses. Thus, annual revenue will be sufficient to cover project-related expenditures for public services (i.e., police, fire protection, libraries) in the City of Long Beach. (A copy of the report is available at the Department of Planning and Building at Long Beach City Hall and Department of Community Development and is included in Appendix FEIR-C of the Final EIR.)

As indicated in Response to Comment No. 34-1, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park, which will result in up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project. Therefore, impacts on traffic, schools, and public services will be less as compared with the proposed project.

Regarding property values, the California Environmental Quality Act (CEQA) does not require analysis of the economic and social effects of a project, such as impacts on property values, except insofar as economic impacts are part of a chain of relationships that ultimately result in a physical impact. Property values are influenced primarily by macroeconomic factors that operate independently of locally specific conditions, including supply and demand relationships, population and employment growth rates, household income trends, mortgage interest rates, general price inflation, and the direct cost of new housing development. All of these factors interact in complex ways that change over time and will continue to do so independently of future development at the project site.

Quality of life is a general term and typically consists of a variety of factors including air quality, transportation/congestion management, availability of services (e.g., water, solid waste, schools, police and fire), and provision of open space. For an analysis of an issue associated with quality of life, please see the appropriate section in Section V, Environmental Impact Analysis, of the Draft EIR.

COMMENT 34-3

- Traffic congestion on local streets will increase

RESPONSE 34-3

Please refer to Response to Comment No. 34-2 regarding impacts on traffic.

COMMENT 34-4

• Safety and noise issues will arise because PacifiCenter residents will live adjacent to the airport runways

RESPONSE 34-4

The project will not result in the development of residences adjacent to the airport. While the project site is located immediately north of the airport, the nearest residential residences will be located approximately 1,750 feet from the closest airport runway 25R and 1,970 feet from the main airport runway 12/30. In addition, as indicated in Response to Comment No. 34-1, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park. Douglas Park will result in 1,400 single- and multi-family residential units, which is 1,100 fewer than the proposed project. Under this preferred plan, the nearest residential units will be located 2,400 feet from airport runway 12/30 and 1,750 feet from airport runway 25R.

As discussed in Sections V.E, Hazards, and V.H, Land Use and Planning, of the Draft EIR, the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site. Finally, the proposed uses will be consistent with the noise compatibility guidelines and polices set forth by the Caltrans Handbook and the ALUP, and all residential buildings will comply with Title 21 requirements regarding exterior and interior noise. Therefore, safety and noise impacts on proposed residential uses associated with the Airport will be less than significant.

COMMENT 34-5

• Apartments and condos create a costly financial drain on City services including police, fire, and libraries

RESPONSE 34-5

Sections V.K.1, Police Protection; V.K.2, Fire Protection; and V.K.5, Libraries, of the Draft EIR analyze impacts on police services, fire protection, and libraries respectively. As discussed therein, the Fiscal Impact Report for the proposed project concludes that at full buildout of the proposed uses, annually recurring revenue will cover expenditures

associated with project-related demand for police services, fire protection, and libraries in the City of Long Beach. (A copy of the report is available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.) However, such revenue cannot be allocated to specific services except through the City's budgeting process. Therefore, if project-generated revenue were allocated in future City budgets to general municipal purposes other than to police services, fire protection, and libraries, potentially significant impacts to these services could occur.

As indicated in Response to Comment No. 34-1, the Applicant has announced its preference for the Douglas Park plan. With fewer residences than the proposed project, Douglas Park will result in an associated decrease in population growth. Therefore, impacts on police, fire protection, and libraries will be less as compared with the proposed project but will remain potentially significant. Similar to the PacifiCenter project, Douglas Park will also generate revenue that will cover project-related expenditures associated with the demand for police services, fire protection, and libraries. A copy of the Fiscal Impact Report for Douglas Park is also available at the Department of Planning and Building and the Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.

COMMENT 34-6

- Schools and local parks will become more crowded

RESPONSE 34-6

As stated in Section V.K.3, Schools, the proposed 2,500 residential units proposed as part of the project will generate approximately 272 additional students within the Long Beach Unified School District (LBUSD), when factoring in attendance at private schools. As with all development projects, the project is subject to payment of school impact fees, as provided for by State law. Pursuant to Government Code Section 65995, payment of the developer fees required by State law will provide full and complete mitigation of the project's impacts on school facilities. Additionally, Boeing Realty Corporation has entered into an agreement with LBUSD, which provides that the payment of developer fees in accordance with the agreement constitutes full mitigation of the project's impacts on schools. The agreement requires that Boeing Realty Corporation pay developer fees in the amount of $3.35 per square foot for residential construction and $0.36 per square foot for commercial/industrial construction. (As indicated in Section V.K.3, Schools, of the Draft EIR, the current maximum rates are $0.34 per square foot of new commercial/industrial construction and $2.14 per square foot of new residential construction.) This fee with the Development Agreement results in $12 million in revenue to the LBUSD based on the

2,500 unit plan and $8 million based on the 1,400-unit plan, which can be matched dollar for dollar with State funding. The agreement also provides for advancing the fees to LBUSD. Along with State Critically Overcrowded School funding and other local funding, these fees will be used to construct a new school north of the downtown area in order to address current overcrowding and bussing needs of the District. If for some reason this downtown area school is not built, the funding will be used for schools serving the project (Richard Browning, which is scheduled to open in 2006, and Lakewood High School) and schools within a two-mile radius of the project. Finally, the agreement provides that the K-8 students generated by the project will attend Richard Browning K-8 School. Once the downtown area school is completed, project residents will have a choice, to continue attending Richard Browning, to which students will be bussed, or to go to the neighborhood schools located closer to the project site. In addition, under the Development Agreement with the City of Long Beach, Boeing Realty Corporation must comply with the terms of the school agreement.

As stated in Section V.K.4, Recreation, pages 649 through 651 of the Draft EIR, the proposed project will generate up to 4,784 residents. However, Boeing Realty Corporation will pay park impact fees pursuant to Chapter 18.18 of the City of Long Beach Municipal Code to ensure that the park land and recreational facility standards established by the City are met with respect to the additional needs created by the project residents. The purpose of the fee is to fund parkland acquisition and recreation improvements or to reimburse the City for expenditures, advances or indebtedness incurred for the acquisition of parkland or construction of recreation improvements. The Open Space and Recreation Element of the Long Beach General Plan recognizes payment of these fees as one means of meeting the City's policy of providing sufficient public recreational resources. In addition to paying the mandated fees, the Applicant will also provide 10.5 acres of on-site park space, which include several neighborhood parks, a residential park known as The Commons, and a larger, central park referred to as the Civic Green. Project residents will have access to the on-site park space. Therefore, payment of the park impact fees, in conjunction with the proposed on-site park space, will ensure that the recreational demands generated by project residents will be accommodated. Therefore, impacts on recreational facilities will be less than significant.

Additionally, as indicated in Response to Comment No. 34-1, the Applicant has announced its preference for a revised plan for the project, which is referred to as Douglas Park. Douglas Park will result in fewer residences (but more homeownership) and an associated decrease in population growth. Therefore, impacts to park and school facilities will be less as compared with the proposed project. Douglas Park will also result in 10.5 acres of on-site park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths, which is more than the proposed project. As indicated

above, Boeing Realty Corporation has entered into a funding and mitigation agreement with LBUSD, which is applicable to the Douglas Park plan.

COMMENT 34-7

- Negative impacts on property values could result from high vacancies

RESPONSE 34-7

The proposed project has been designed to respond to local market conditions and demands. As discussed within the housing analysis in Section V.J.2, Housing, of the Draft EIR, Southern California exhibits a severe imbalance in housing units to population, as the construction of new housing units has fallen far behind population growth in the last decade. Housing demand continues to increase as the population increases throughout the region. Household growth projected by the Southern California Association of Governments (SCAG) for the Cities of Long Beach and Lakewood, the Gateway Cities subregion, and the County of Los Angeles is summarized in Table 47 on page 577 of the Draft EIR. In light of the expected household population increases, housing demand will continue to exist in the area for the foreseeable future.

The proposed project is designed as a master planned community, with the goal of providing a quality environment to live, work, and play. The mixed-use nature of the project seeks to establish a stable residential area and foster a sense of community. Therefore, it is not anticipated that high vacancies for the residential units will result.

Please refer to Response to Comment No. 34-2 regarding property values.

COMMENT 34-8

Your help is needed if we are to be successful in our efforts to substantially reduce or eliminate the proposed incompatible housing and its negative effects. Please send a letter expressing your concern to:

Ms. Angela Reynolds

Advance Planning Officer

City of Long Beach, Dept of Planning and Building

333 West Ocean Blvd., 7th Floor, Long Beach, CA 90802

Refer to EIR No. 36-02 and mail no later than April 2.

For additional information, see our website ***www.dangerouspath.com*** or contact Gene Lassers at (562) 243-3174.

RESPONSE 34-8

As evaluated in detail in Section V.H, Land Use and Planning, the proposed housing component of the project will be compatible with existing uses in the area, including the residential uses to the north. Please refer to the impact analysis sections presented in Section V of the Draft EIR for detailed analyses of the potential environmental impacts associated with the introduction of housing to the project site. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 34-9

[FLYER]

CONCERNED CITIZENS 4067 HARDWICK STREET, PMB 366

www.dangerouspath.com LAKEWOOD, CA 90712

Dear Neighbor,

The Draft Environmental Impact Report for the **PacifiCenter** project has been completed. Boeing is proposing 2,500 residential dwellings which will include approximately 2,000 high density apartments and condos. We do not believe that this use is compatible with the surrounding low density residential neighborhoods. The proposed housing will have a negative effect on traffic, schools, financial resources, property values, and the quality of life for nearby residents for the following reasons:

- Traffic congestion on local streets will increase

- Safety and noise issues will arise because PacifiCenter residents will live adjacent to the airport runways

- Apartments and condos create a costly financial drain on City services including police, fire, and libraries

- Schools and local parks will become more crowded

- Negative impacts on property values could result from high vacancies

Your help is needed if we are to be successful in our efforts to substantially reduce or eliminate the proposed incompatible housing and its negative effects. Please send a letter expressing your concern to:

Ms. Angela Reynolds

Advance Planning Officer

City of Long Beach, Dept of Planning and Building

333 West Ocean Blvd., 7th Floor, Long Beach, CA 90802

Refer to EIR No. 36-02 and mail no later than April 2.

For additional information, see our website ***www.dangerouspath.com*** or contact Gene Lassers at (562) 243-3174.

RESPONSE 34-9

This comment duplicates Comment Letter 34. Therefore, please refer to Responses to Comment Nos. 34-1 through 34-8.

COMMENT 34-10

I agree with the above – 4 to 5 homes per acre is enough.

RESPONSE 34-10

This comment presents an opinion and does not introduce new environmental information or directly challenge information presented in the Draft EIR. Therefore, no response is necessary. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

LETTER NO. 35

Daniel J Bonan
2137 W. Cerritos Avenue
Anaheim, CA 92804

COMMENT 35-1

[Form Letter]

I/We, the undersigned, are opposed to Boeing Realty's plans for residential development within the proposed PacifiCenter project immediately adjacent to Long Beach Airport due to noise, safety and overflight concerns.

RESPONSE 35-1

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. The commentor is referred to Section V.I, Noise; Section V.E, Hazards and Hazardous Materials; and Section V.H, Land Use and Planning, of the Draft EIR, for a thorough discussion of noise, airport safety and land use compatibility issues.

The project includes residential uses within the northern portion of the site and commercial uses within the southern portion of the site adjacent to the Airport. As discussed in Sections V.E, Hazards, and V.H, Land Use and Planning, of the Draft EIR, the project will comply with the Airport Layout Plan as well as Federal Aviation Administration (FAA) Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site. Finally, the proposed uses will be consistent with the noise compatibility guidelines and polices set forth by the Caltrans Handbook and the ALUP, and all residential buildings will comply with Title 21 requirements regarding exterior and interior noise. Therefore, from a land use perspective, the location of residential uses within the northern portion of the site is compatible with the Airport.

Furthermore, in response to public input and comment, the Applicant has announced its preference for a revised plan which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park, will include 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of on-site park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths.

COMMENT 35-2

LONG BEACH AIRPORT ASSOCIATION SPEAKS OUT AGAINST HOUSING The Long Beach Airport Association stands in oppostion [*sic*] to Boeing Realty's preferred (2,500 housing units) and alternative (1,400 housing units) plans for residential development within the proposed PacifiCenter complex. While we support many elements of the PacifiCenter concept, we feel such residential development, virtually on the airport, as proposed by Boeing realty, is inappropriate. Research and development activities, light industrial/warehouse, office space, and even some limited retail, as well as a hotel, are good uses for this property, and would be compatible if not complimentary, to the airport, its business community, and the surrounding neighborhoods.

RESPONSE 35-2

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. The proposed project will not result in the development of residences “virtually on the airport.” The nearest proposed residential units will be located 1,950 feet and 1,750 feet from airport runways 12/30 and 25R, respectively. Please refer to Response to Comment No. 35-1 regarding the appropriateness of housing within the northern portion of the project site.

COMMENT 35-3

Since the Long Beach Airport has been established in its present location since 1923, it is now essentially "built out", Although redevelopment of some existing airport parcels continues, the last major development on airport land was the Kilroy project, on the southeast side of the airport, begun in the early 1980s. The Kilroy project included some aviation use in the planning process, but in the end result, no aviation development occurred.

RESPONSE 35-3

This comment does not introduce new environmental information or directly challenge information presented in the Draft EIR. Therefore, no response is necessary. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 35-4

With the Boeing property being immediately adjacent to runway 25 Right, thus with easy airport access, we feel some aviation use is appropriate in the Boeing Realty project, for hangar and tiedown space for general aviation aircraft dispossessed by other, airport development and redevelopment projects in the recent past.

RESPONSE 35-4

As indicated in Section III, Project Description, of the Draft EIR, specific aviation-related uses will be permitted within the southern portion of the site. Such uses will primarily serve as an amenity to businesses at the project site. In addition, as discussed in Section V.E, Hazards and Hazardous Materials, certain aviation-related uses may be subject to a "through-the-fence" agreement. More common types of "through-the-fence" agreements are for freelance instruction, aircraft maintenance, and aircraft hangars. As required by Mitigation Measure V.E-4 prior to execution of a "through-the-fence" agreement for a proposed aviation-related use, the proposal shall be submitted to the Airport for review and approval and the Airport will consult with the FAA.

COMMENT 35-5

Long Beach Airport has residential neighborhoods in its surroundings, but none is as close to often-used runway approaches as the proposed residential development at PacifiCenter. Our airport has limits on numbers of flights, noise levels, and hours of operations, in order to be protective of the concerns of nearby residents. But placing new residential areas of this density so close to the airport is sheer folly, from the standpoint of noise and safety considerations. Boeing Realty's Plans have new housing units directly under the approach of one of the north-south runways (16 Left), within close proximity to the main air carrier runway (30-12), and within even closer proximity to an east-west general aviation and secondary air carrier runway (25 Right) In addition, on-the-ground engine run-ups for maintenance purposes are conducted in close proximity to the proposed residential development.

RESPONSE 35-5

As shown in Table 30 on page 508 of Draft EIR, runway utilization characteristics at Long Beach Airport demonstrate that the airport predominately operates in an east-west configuration (i.e., Runway 12/30, Runway 25R/7L, and Runway 25L/7R). The distance between the nearest residential uses and the landing thresholds along the approach line of these often used runways at Long Beach Airport is as follows: Runway 12 equals 2,900 feet; Runway 30 equals 2,750 feet; Runway 25L equals 2,900 feet; Runway 25R equals 3,400 feet; Runway 7L equals 2,550 feet; and Runway 7R equals 3,200 feet. As discussed in Section V.I, Noise, of the Draft EIR, the north/south (16L/34R and 16R/34L) runways are used infrequently by small single engine aircraft due to the short runway length, limitation for only visual operations, and curfew after 10:00 P.M. Thus, while the project will result in proposed residential uses closer to a Long Beach Airport runway approach than the closest existing residential neighborhood or approximately 2,250 feet from the landing threshold of Runway 16L, Runway 16 L would not be considered a predominately used runway and is used only by small, single-engine aircraft with no nighttime operations. Please note that a discussion of potential effects from overflight noise (e.g., runway 16L as well as helicopter operations) was provided on pages 537 and 538 of the Draft EIR. As concluded, the project could result in overflight noise which may be a source of annoyance to proposed sensitive receptors on the project site.

Furthermore, as illustrated in Figure Response to Comment No. 25-3, the closest and farthest residential unit in the Douglas Park plan (as discussed in Response to Comment No. 35-1) is approximately 2,400 feet and 5,400 feet from the main runway (Runway 12/30), respectively. Based on these distances there are hundreds of existing homes which are closer to the main runway than those proposed at Douglas Park. In addition, there are thousands of homes that exist within 5,400 feet of the main runway, many of which are located directly under the flight path of the main runway 12/30 and the two east-west runways (7L/25R and 7R/25L) which are used on a daily basis. Furthermore, the Development Standards will require that on Fourth Street, which is aligned with runway 16L, parking lots will be adjacent to the street with the proposed buildings set back behind them.

Please refer to Response to Comment No. 35-1 regarding noise, safety, and overflight issues related to the Airport. In addition, as discussed Sections V.H, Land Use and Planning, and V.I, Noise, of the Draft EIR, development of residential uses in close proximity to the Boeing Enclave will be prohibited until such time that aircraft run-up activities permanently cease in the 717 run-up area. Thus, land use compatibility impacts associated with the proximity of residential uses to the Boeing Enclave will be less than significant.

COMMENT 35-6

As part of the "Fly Quietly" program for general aviation, which the Long Beach Airport Association helps sponsor, pilots, whenever possible use the boundaries of Carson Street on the north, Clark Avenue on the East, Willow Street on the south, and Cherry Avenue on the west – the extended boundaries of the airport – when in the air traffic pattern, to avoid noise sensitive areas. No housing [i]s currently inside these boundaries; but with the Boeing Realty plan, as many as 2,500 residential units may be built within them!

RESPONSE 35-6

Section V.I, Noise, of the Draft EIR contains an analysis of the project relative to potential noise from the airport (e.g., over-flights from the introduction of new homes in proximity of the airport). In compliance with the policies of the Airport Land Use Plan (ALUP), California Title 21, and FAA Guidelines, the published Airport CNEL contours were used to assess potential noise impacts upon the proposed residential uses and associated outdoor recreational areas within the project development resulting from airport noise. LBMC Chapter 16.43.050(A) states that, "it is the goal of the City that incompatible property in the vicinity of the Airport shall not be exposed to noise above 65 CNEL." As the analysis concluded and as indicated by Figure 55 on page 536 of the Draft EIR, the residential uses and associated outdoor recreational areas proposed within the project site will be outside of the 65 CNEL contour based upon the maximum expected operating scenario allowed by LBMC Chapter 16.43. Thus, no significant impacts associated with airport noise will occur. In addition, as indicated in Response to Comment No. 35-1, the Applicant has announced its preference for a revised plan for the project, which is referred to as Douglas Park. Under the Douglas Park plan, all of the residential uses will be located outside of the 60 CNEL contour.

The project will not result in changes to the "Fly Quietly" program or aircraft operations at Long Beach Airport, and as such, no discussion of reductions or shifts in operations was required in the Draft EIR. A discussion of potential effects from overflight noise was provided on pages 537 through 538 of the Draft EIR. The analysis provided a conservative estimate of overflight noise based on arrival and departure operations on the north/south runways (16L/34R and 16R/34L) and helicopter operations as these operations could result in aircraft at low altitudes over the project site. General aviation activity from the east/west traffic pattern and "Fly Quietly" program would result in aircraft at higher altitudes over the project site. Therefore, the analysis conservatively disclosed the potential effects from overflight noise. As concluded on page 538 of the Draft EIR, the project could result in overflight noise which may be a source of annoyance to proposed sensitive receptors on the project site. However, project features and mitigation measures

incorporated into the project for residential uses will also serve to reduce potential noise levels from aircraft operations at Long Beach Airport.

Specifically, Mitigation Measure V.I-14 requires insulation for all residential buildings on the project site to reduce interior noise levels below 45 dBA CNEL and a minimum outside-to-inside noise insulation of 30 dBA for any residential development within the delineated residential area (i.e., hatched area) provided in Figure 54 of the Draft EIR. In addition, Mitigation Measure V.I-15 requires all persons purchasing, leasing, or renting residential land or property within the development to sign an Acknowledgement of Notice of Airspace And Avigation Easement as provided for in the Development Agreement for the project. The Acknowledgement of Notice of Airspace And Avigation Easement shall specify the portion of the property being purchased, or leased, or rented; shall disclose that an Airspace And Avigation Easement has been recorded against the property and is binding upon all persons owning, leasing, or using the portion of the property being sold, leased, or rented; and shall disclose the fact that the subject property is in the immediate vicinity of the Airport; that there may be noise and other related impacts because of proximity to the Airport; that the proximity to the Airport may affect normal activities on, and the comfortable use and enjoyment of property; and that market value may be adversely affected. In addition, the Acknowledgment will contain an express acknowledgment by the purchaser, renter, or lessee that it is purchasing or leasing the specified portion of the property subject to a recorded Airspace And Avigation Easement and that, in so doing, it is waiving legal claims and rights which it might otherwise have with respect to the aviation activities permitted by the Easement.

COMMENT 35-7

As early as the 1950s, city planners wisely developed a buffer zone east of the airport – Sky Links Golf Course – on the approaches to Long Beach Airport's two east-west runways. As far as distance to runway is concerned, Boeing Realty's residential plans would be the equivalent of placing housing in the middle of Skylinks! Aircraft overflight would be as little as 200 feet above the proposed residents!

Comments on the Boeing Realty EIR must be received by Ms. Reynolds by April 12, 2004

RESPONSE 35-7

A discussion of potential effects from overflight noise (e.g., runways 16L/34R and 16R/34L as well as helicopter operations) was provided on pages 537 and 538 of the Draft EIR. As concluded, the project could result in overflight noise which may be a source of annoyance to proposed sensitive receptors on the project site. However, these north/south runways are limited in use to smaller aircraft weighing less than 12,500

pounds; night operations are not permitted; Runways 16L and 16R are used infrequently for landings and Runways 34L and 34R are seldom used for takeoffs; and 16L/34R and 16R/34L are used for Visual Flight Rules only. In addition, mitigation measures provided on page 389 of the Draft EIR further reduce the risk of exposure to airport-related hazards associated with aircraft operations on Runway 16L/34R by removing buildings and human occupancy from under the flight path. Specifically, street alignment and landscaping shall be provided along the extended runway centerline; and avoid concentrations of people near the extended runway centerline and runway end by locating elements such as streets, setbacks, parking, and landscaping, near extended runway centerline and runway end.

As indicated in Table 21 on page 360 of the Draft EIR, the east/west (7L/25R and 7R/25L) runway system is the predominate general aviation runway system. As such, the Sky Links Golf Course serves as a buffer zone for these runways.

The project includes residential uses within the northern portion of the site and commercial uses within the southern portion of the site adjacent to the Airport. As discussed in Sections V.E, Hazards, and V.H, Land Use and Planning, of the Draft EIR, the project will comply with the Airport Layout Plan as well as Federal Aviation Administration (FAA) Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site. Finally, the proposed uses will be consistent with the noise compatibility guidelines and polices set forth by the Caltrans Handbook and the ALUP, and all residential buildings will comply with Title 21 requirements regarding exterior and interior noise. Therefore, the location of residential uses within the northern portion of the site is compatible with the Airport.

Please refer to Response to Comment No. 35-5 regarding the location of the proposed residences relative to the runways.

COMMENT 35-8

IN THE NEWS – QUOTES AROUND TOWN

Les Robbins, Beachcomer April 2, 2004: "Only a moron would build houses on airport property . . .". ",.thus allowing this to be turned into a housing project'", and ". . . fast becoming the worst idea that this city has been confronted with in a long, long time!"

Tom Hennessy, Press Telegram March 25, 2004: "A friend, who is more knowledgable [*sic*] than I about airport operations, says, 'Of all the ditzy projects that have been proposed for Long Beach, PacifiCenter housing is at the top.'"

RESPONSE 35-8

This comment does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. In addition, impacts associated with the introduction of housing to the project site are addressed in detail in Section V, Environmental Impact Analysis, of the Draft EIR. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 35-9

STATEMENT: LAKEWOOD VILLAGE NEIGHBORHOOD ASSOCIATION

Adopted Resolution: In order to preserve the safety, general welfare, stability and overall integrity of the Lakewood Village neighborhood, the Lakewood Village Neighborhood Association (LVNA) hereby opposes the high-density housing component of the PacifiCenter project:.

Supporting Findings: PacifiCenter's high-density housing would not be compatible with surrounding neighborhoods. Lakewood Village averages an approximate gross density of 3 units per acre (Lakewood Country Club is 1 unit per acre) and Boeing proposes 25 units per acre. LVNA opposes a greater density than exists in this property's immediate neighborhoods.

PacifiCenter's high density housing would not be appropriate next to the 13th largest airport in the state.

RESPONSE 35-9

Most of Lakewood Country Club residences are developed at a density of 2 to 4 units per acre, not 1 unit per acre as the Commentor states. Section V.H, Land Use and Planning, of the Draft EIR contains an analysis of the project's compatibility with surrounding uses. As indicated in this section, because of the distribution of uses, the

project will be compatible with the surrounding off-site areas. Specifically, the proposed residential uses will be located nearest to the existing residential uses north of the site, and the more intense commercial and light industrial uses will be located closer to the Airport to the south. The existing single-family residences will be buffered from the higher density development within the site by the intervening distance between on-site development and residences to the north (i.e., over 175 feet) as well as the proposed setback of 28 feet along Carson Street (excluding right-of-way). In addition, the existing trees on the north side of Carson Street in combination with street trees that will be planted along the south side of Carson Street will also create a buffer. Moreover, the project will be designed as a master planned community and will include Design Guidelines to ensure that proposed facilities are functionally and visually compatible with surrounding development and that sufficient landscape amenities are provided. Please refer to Response to Comment No. 35-7 regarding the compatibility of the proposed project with the Airport.

As indicated in Response to Comment No. 35-1, the Applicant has announced its preference for a revised plan for the project, which is referred to as Douglas Park and which will include up to 1,400 units. No more than 400 apartment units will be permitted under the Douglas Park plan. The average gross density for the proposed residents will be 15 units per acre.

COMMENT 35-10

LVNA supports a job-producing business park similar to Boeing's six other redevelopment projects in southern California. The high-density housing component does not produce jobs for the City of Long Beach and would be a financial burden on city services and the Long Beach taxpayers. A business or light industrial park, including aviation-related uses, would create jobs, would be more appropriate next to the Long Beach Airport, would be more compatible with the surrounding neighborhoods, and would have the least amount of Impact on city services and revenues. Boeing has successfully redeveloped six other job-producing commercial and Industrial parks in southern California and now proposes high density housing on their Long Beach property only,

RESPONSE 35-10

The majority of the 261-acre project site, or 160 acres, will be developed with non-residential uses. The project will result in up to 3.3 million square feet of non-residential floor area and up to 400 hotel rooms on the project site. The project will also generate between 5,336 to 13,987 jobs as discussed in Section V.J.1, Employment of the Draft EIR. As indicated in Section III, Project Description, the project will provide for aviation related uses in the southern portion of the site.

The City of Long Beach established the goal of high quality, high wage job generation. Many of Boeing's other projects have been either smaller or released as surplus land on an incremental basis, thus restricting the ability of the development program to respond to higher goals and to generate employment similar to that projected for the project. Furthermore, other Boeing projects in the Southern California region have been located in primarily industrial areas. This is in contrast to the proposed project site, which is surrounded by golf courses, residential communities, two Boeing aircraft production facilities, the Long Beach Airport, commercial, industrial, and educational uses. Additionally, Boeing has proposed other residential projects in Phoenix and the Seattle area. However, a direct comparison between proposed development at the project site and unrelated projects at Boeing properties located in other jurisdictions cannot be drawn due to differences in local conditions, economic trends, market demands, and community needs.

While the residential component of the project does not produce jobs, the Fiscal Impact Report for the proposed project concludes that full buildout of the proposed project uses will generate an annual surplus of $1.5 million to $3.8 million to the City's General Fund. (A copy of the report is available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.) Thus, project-generated revenue will be sufficient to cover expenditures, at full buildout of the proposed uses, associated with the increased demand for police services, fire protection, libraries, and parks.

COMMENT 35-11

LVNA opposes high-density housing on a property where its souls [*sic*] are toxic and under which a methane plume purportedly exists.

RESPONSE 35-11

As discussed in Section V.E, Hazards and Hazardous Materials, of the Draft EIR, the Applicant is implementing an ongoing comprehensive environmental assessment and remediation program to clean up historic chemical releases to soil and groundwater from former industrial activities on the project site in coordination with the Los Angeles Regional Water Quality Control Board (LARWQCB). This remediation program is mandated by Order of the LARWQCB and must be completed independent of the ultimate redevelopment of the project site. LARWQCB verification of the completion of the required components of remediation work are required before the Applicant obtains permits to construct new buildings as part of the project. In addition, any area proposed for residential use where soil has been impacted by chemical(s) of concern has or will be remediated to acceptable regulatory levels and will be subjected to risk analysis to confirm

that the area is fully protective of health, safety and the environment. Therefore, construction and operation of the project will not result in the exposure of people to existing sources of potential health and safety hazards.

With regard to a methane plume, there is no methane plume under the project site. Extensive investigative and testing programs have confirmed that portions of the site area have extremely low concentrations of naturally occurring methane, at levels much lower than many other areas of the region. There is no methane on the site at any levels of concern.

As indicated in Response to Comment No. 35-1, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park. Please refer to Response to Comment No. 35-9 regarding residential density for Douglas Park.

COMMENT 35-12

ITEMS OF CONCERN ABOUT THE PACIFICENTER RESIDENTIAL DEVELOPMENT PROJECT – Concerned Citizens of Lakewood

HOUSING NEXT TO A COMMERCIAL AIRPORT

RESPONSE 35-12

This comment does not introduce new environmental information or directly challenge information presented in the Draft EIR. Therefore, no response is necessary. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. However, please refer to Response to Comment Nos. 35-2 through 35-9 for responses to specific comments regarding proposed residential land uses in proximity to the Airport. It should be noted that the project includes 3.3 million square feet of commercial area, which serves as a buffer between the proposed residential uses and the Airport.

COMMENT 35-13

DENSITY OF 2500 UNITS

RESPONSE 35-13

Please refer to Response to Comment No. 35-9 regarding residential density for Douglas Park.

COMMENT 35-14

1000 APARTMENTS - 500 SQ FT MINIMUM

RESPONSE 35-14

As indicated in Response to Comment No. 35-9, under the Douglas Park plan, no more than 400 of the total 1,400 proposed dwelling units will consist of apartments. The average apartment size will be 1,035 square feet.

COMMENT 35-15

5000 ADDITIONAL VEHICLES-RESIDENTIAL ONLY

RESPONSE 35-15

As shown in Table 9 on page 70 of Appendix Q, Traffic Impact Study Report, of the Draft EIR, the proposed project, including the residential use, will generate 55,920 daily vehicle trips. The projects' residential component will generate approximately 13,880 trips per day, including 1,074 A.M. peak-hour and 1,305 P.M. peak-hour trips.

COMMENT 35-16

OVER-LOAD ON SCHOOLS, FIRE, POLICE & UTILITY DEPARTMENTS

RESPONSE 35-16

As indicated in Section V.K.3, Schools, of the Draft EIR, the project is estimated to generate 272 new students. However, pursuant to Government Code Section 65995, payment of the developer fees required by State law will provide full and complete mitigation of the project's impacts on school facilities. Additionally, Boeing Realty Corporation has entered into an agreement with Long Beach Unified School District (LBUSD), which provides that the payment of developer fees in accordance with the agreement constitutes full mitigation of the project's impacts on schools.

As discussed in Section V.K.1, Police Protection, and Section V.K.2, Fire Protection, of the Draft EIR, the proposed project will result in an increased demand for police and fire protection services. At full buildout of the proposed uses, project-generated revenue will cover expenditures associated with this increased demand. However, such revenue cannot be allocated to specific services except through the City's budgeting process. Therefore, if project-generated revenue were allocated in future City budgets to general municipal purposes other than to police and fire protection services, potentially significant impacts to these services could occur.

Regarding utilities, as discussed in Section V.M, Utilities, of the Draft EIR, the proposed project includes infrastructure improvements which will provide sufficient capacity to serve project-related demand for water, sewer, and energy. Also, existing disposal facilities will be sufficient to accommodate the project's solid waste disposal needs. Therefore, impacts on utilities will be less than significant.

As indicated in Response to Comment No. 35-1, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park. Douglas Park will result in up to 1,400 residences and an estimated 2,742 residents, which is fewer than the proposed project. Therefore, impacts on police services, fire protection, schools, and utilities will be less as compared with the proposed project.

COMMENT 35-17

SINGLE EVENT AIRCRAFT NOISE POLUTION [*sic*]

RESPONSE 35-17

This comment does not introduce new environmental information or directly challenge information presented in the Draft EIR. Therefore, no response is necessary. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. However, please refer to Page 535, of Section V.I. Noise, of the Draft EIR, for a detailed discussion single event noise levels from aircraft using the Long Beach Airport.

COMMENT 35-18

GRID-LOCK ON LAKEWOOD & CARSON STREETS

RESPONSE 35-18

Table 64, beginning at page 674 of the Draft EIR, presents the existing level of service conditions at intersections along Carson Street and Lakewood Boulevard. As shown, many of these intersections are currently operating near or at capacity. Table 67, beginning at page 694, shows that level of service conditions on Carson Street and Lakewood Boulevard are expected to worsen. However, with implementation of the project's mitigation measures, including the transportation demand management (TDM) program and Adaptive Traffic Control System/Intelligent Transportation Systems (ATCS/ITS), traffic conditions along these streets will be improved when compared with future no-project conditions.

COMMENT 35-19

ADDITIONAL POLUTION [*sic*] FROM VEHICLES IN AN AREA NOW CONSIDERED TO HAVE SUBSTANDARD AIR

RESPONSE 35-19

The Commentor correctly identifies that the area (i.e., South Coast Air Basin) has substandard air. The Basin is designated as a non-attainment area for ozone and PM_{10}. In addition, the Basin is classified as being in maintenance for NO_2 and CO since they are currently in attainment and measures are being taken to ensure that they do not go back into non-attainment. The SCAQMD has adopted a series of Air Quality Management Plans (AQMP) to improve the air quality in the Basin. An analysis of project consistency with the AQMP was provided in Section IV.B, Air Quality, on pages 260 through 264 of the Draft EIR. The analysis concluded that the project would be consistent with local air quality plans and policies.

In addition, a thorough analysis of potential air quality impacts from project-related traffic was provided on pages 250 through 256 of Section IV.B, Air Quality, of the Draft EIR. Pollutant emissions associated with project-related trips were analyzed using guidance set forth in the SCAQMD's *CEQA Air Quality Handbook*. As shown in Table 11 on page 251 of the Draft EIR, project-related pollutant emissions associated with vehicular traffic would contribute to significant regional CO, NO_X, PM_{10}, and ROC impacts. However, the project is not anticipated or expected to have a localized impact at any intersections in the project study area.

COMMENT 35-20

EXPOSURE OF NEW BUILD TO AIRPORT POLLUTION & NOISE

RESPONSE 35-20

The Draft EIR determined the project would not expose new sensitive receptors to toxic air contaminant levels in excess of established thresholds. Please refer to Section IV.B, Air Quality, on pages 258 through 260 of the Draft EIR regarding the results of the health risk assessment. The health risk assessment examined all toxic air contaminant facilities located within one-quarter mile of the project site (e.g., dry cleaners, gas stations, etc.), including flight operations and Airport ground support equipment. The health risk assessment was completed based on information provided by the California Air Resources Board, the SCAQMD, the Airport, and the City of Long Beach. The summation of carcinogenic risk for the maximum exposed individual within the proposed residential land use totaled 8.3 in one million. This falls below the established threshold of ten in one

million. Furthermore, airport ground support equipment accounted for 58% of the incremental cancer risk. Ground support equipment at the Airport will largely be converted to electric or zero emission vehicles by 2010. This will reduce the cancer risk to approximately three in one million. The chronic and acute health risk totaled 0.02 and 0.03, respectively, for the maximum exposed individual within the proposed residential land use. These levels are well below the chronic and acute health risk threshold of 1.0. Therefore, the health risk assessment concluded the project would not expose new sensitive receptors to toxic air pollutant levels that exceed the appropriate standards.

Please refer to Response to Comment No. 35-6 regarding Airport-related noise impacts.

COMMENT 35-21

SAFETY FROM AIRCRAFT MOVEMENTS ON LATERAL & BISECTING RUNWAYS

RESPONSE 35-21

As discussed in Comment No. 35-1, the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. Also, as indicated in Section V.E, Hazards, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the proposed project site.

COMMENT 35-22

PRIVACY OF LAKEWOOD ESTATES BACKYARDS

RESPONSE 35-22

Section V.A, Aesthetics, of the Draft EIR includes an analysis regarding views and privacy. As indicated in this analysis, any potential views from the proposed residential units into the rear yards of existing residential uses to the north will be obscured by existing and proposed landscaping as well as the existing block wall. In addition, the intervening distance between on-site development and residences to the north is over 175 feet, which is sufficient to reduce visual acuity to beyond a level capable of interfering with residential privacy. Furthermore, development and future use of the project site will be guided by a Development Agreement between the Applicant and the City, a new

planned development ordinance that includes Development Standards and Design Guidelines. Therefore, the privacy of the existing single-family residences to the north will be preserved.

COMMENT 35-23

TRAFFIC PATTERNS THRU LAKEWOOD ESTATE

RESPONSE 35-23

It is unclear as to what is specifically meant by “traffic patterns” through Lakewood Estates. The comment will be forwarded to the City's decisionmakers for review and consideration. It should be noted that the analysis in Table 69 on page 706 of the Draft EIR shows no significant project traffic impact on Lakewood Drive, a local street of concern to nearby residents.

COMMENT 35-24

BUILDING ON POLUTED [*sic*] GROUND

RESPONSE 35-24

As discussed in Section V.E, Hazards and Hazardous Materials, of the Draft EIR, the Applicant is implementing an ongoing comprehensive environmental assessment and remediation program to clean up historic chemical releases to soil and groundwater from former industrial activities on the project site in coordination with LARWQCB. This remediation program is mandated by Order of the LARWQCB and must be completed independent of the ultimate redevelopment of the project site. LARWQCB verification of the completion of the required components of remediation work are required before the Applicant obtains permits to construct new buildings as part of the project. Therefore, construction and operation of the project will not result in the exposure of people to existing sources of potential health and safety hazards.

COMMENT 35-25

DEGENERATION OF APARTMENTS & CONDO'S INTO SECTION 8 OR SUBSTANDARD PROPERTYS [*sic*]

RESPONSE 35-25

The housing units that are proposed as part of the project will not generate into Section 8 or substandard properties as stated by the Commentor. Development and use of the proposed mix of single-family and multi-family units will be guided by a Development Agreement between the Applicant and the City, a new planned development ordinance

that includes Development Standards and Design Guidelines. Compliance with these requirements and guidelines will ensure a quality neighborhood long into the future.

COMMENT 35-26

NEW NOISE SUITS AGAINST THE CITY

RESPONSE 35-26

Please refer to Response to Comment No. 35-6 regarding Airport-related noise impacts.

In accordance with the proposed Development Agreement for the project, the Applicant will record an Airspace And Avigation Easement over the project site. As set forth in the Development Agreement, this Easement will include several provisions including the provision that the City and all persons using the Airport shall have the unimpeded and unrestricted right to use and operate aircraft through all of the "navigable airspace" above the project site, as that term is presently defined in the Federal Aviation Act of 1958, as amended, and in all airspace above the project site necessary or convenient to the present or future operation of aircraft to and from the Airport in accordance with all relevant regulations, advisory circulars or other publications of the Federal Aviation Administration governing the operation of aircraft in flight. In addition, the Development Agreement will require that the CC&Rs and any deed conveying all or a portion of the project site after the Development Agreement is approved shall contain a statement in substantially the following form:

"The subject property is located in the immediate vicinity of Long Beach Airport – Daugherty Field (the "Airport"), which is a public use commercial airport serving the general public. As a result, owners and residents of the subject property are routinely subject to noise, dust, fumes and other effects from the operation of aircraft at, to and from the Airport. Aircraft using the Airport may routinely use the airspace above or in the vicinity of the subject property. The volume of aviation activity and resulting effects on the subject property may increase in the future. The effects of aircraft operations and the operation of the Airport may cause owners and residents of the subject property to experience inconvenience, annoyance, discomfort, and may otherwise impair or adversely affect normal activities on, and the comfortable use and enjoyment of, the subject property. These effects may also adversely affect the fair market value which the subject property might otherwise have in the absence of aircraft operations at, to or from the Airport. An easement has been granted and recorded which grants airspace rights over, and the right to cause such effects on, the subject property. This easement protects the right of such

aircraft and airport operations and precludes any resulting claims of damage or injury to the subject property, or to any person residing on or owning the subject property."

In addition, the proposed Development Agreement specifies that the Applicant or any of its successors and assigns which develop, construct, and then sell or lease to any person any building or other structure on any portion of the property shall require each purchaser or lessee of any such building or structure to execute a notarized Acknowledgment of Notice of Airspace And Avigation Easement (Acknowledgment). The Acknowledgment will: (i) specify the portion of the property being purchased or rented or leased; (ii) be executed and acknowledged by each purchaser or renter or lessee; (iii) contain the disclosure that an Airspace And Avigation Easement has been recorded against, and is binding upon all persons owning, leasing, or using the portion of the property being sold or rented or leased; (iv) contain the disclosure cited above to be included in the CC&Rs; and (v) contain an express Acknowledgment by the purchaser or renter or lessee that it is purchasing or renting or leasing the specified portion of the property subject to the Airspace And Avigation Easement and that, in so doing, it is waiving legal claims and rights which it might otherwise have with respect to the aviation activities permitted by the Easement. The requirement for this Acknowledgement has also been included as part of Mitigation Measure V.I-15 of this EIR.

The foregoing will adequately protect the City against future legal actions and liability issues related to the City's approval of new development near the Long Beach Airport, should the City's decisionmakers decide to approve the proposed project.

COMMENT 35-27

SECURITY AT THE AIRPORT & C-17 FACILITY

RESPONSE 35-27

The project includes an optional component allowing for the continuation of a limited amount of aviation uses in the southern portion of the site adjacent to the Airport. As stated in Section V.H, Land Use and Planning, the Airport proprietor may permit "through-the-fence" operations, which allow businesses or individuals adjacent to the airport (i.e., on the project site) who do not rent business space at the airport to have access to the airport infrastructure from outside property or utilize airport property to conduct a business. More common types of through-the-fence agreements are for freelance flight instruction, aircraft maintenance, and aircraft hangers. "Through-the-fence agreements" between an airport proprietor and a "through-the fence" operator are typically reviewed and approved by the Airport after consultation with the FAA. In addition, a mitigation measure is provided in Section V.E, Hazards and Hazardous Materials, page

389, of the Draft EIR stating that a "through-the-fence" agreement for a proposed aviation-related use shall be submitted to the Airport for review and approval and that the Airport will consult with the FAA. As part of any "through-the-fence" agreement, the Airport and the FAA will require security measures to protect the Airport. In addition, security measures (e.g., security fences, security guards, etc.) will continue to be implemented to ensure the security of the Airport.

The C-17 facility, with the exception of the C-17 run-up area, is not adjacent to the project site. However, security measures (e.g., security fences, security guards, etc.) will continue to be implemented to ensure the security of the facility and run-up area.

COMMENT 35-28

INGLEWOOD-NEWPORT SEISMIC FAULT LINE

RESPONSE 35-28

As discussed in Section V.D, Geology and Soils, on page 327 of Draft EIR, the Newport-Inglewood Fault is closest regional active fault to the project site, with surface projections of potential rupture area located approximately 2.5 miles from the site. The Geotechnical Investigation prepared for the project estimated the maximum probable earthquake (10 percent probability of exceedance in 50 years) ground acceleration for the site and found it to be within the typical range for the Long Beach area. At the grading/building stage of each development increment within the project site, the distance to the nearest fault will be precisely determined, and a Near Source Fault (NSF) Analysis will be performed. The UBC parameters for building design will be determined based on the NSF.

COMMENT 35-29

REDUCTION OF EXISTING RESIDENTIAL PROPERTY VALUES NEAR THE AIRPORT FROM THE PACIFICENTER RESIDENTIAL PROJECT

RESPONSE 35-29

The California Environmental Quality Act (CEQA) does not require analysis of the economic and social effects of a project, such as impacts on property values, except insofar as economic impacts are part of a chain of relationships that ultimately result in a physical impact. Property values are influenced primarily by macroeconomic factors that operate independently of locally specific conditions, including supply and demand relationships, population and employment growth rates, household income trends, mortgage interest rates, general price inflation, and the direct cost of new housing

development. All of these factors interact in complex ways that change over time and will continue to do so independently of future development at the proposed site.

LETTER NO. 36

Rudy Bracho
4427 Fairway Drive
Lakewood, CA 90712

COMMENT 36-1

I am very concerned with Boeing's proposed 2,000 high density apartments & condos planned for the PacifiCenter.

Although condos may be beneficial, appartments [*sic*] in this area will most certainly be a negative impact to our Lakewood community.

Can you please tell me how appartments [*sic*] will benefit the community? How may appartments[*sic*]/units does Boeing plan to build?

RESPONSE 36-1

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. As shown in Table 1 on page 112 of the Draft EIR, the proposed project includes the development of up to 2,500 maximum housing units, of which 380 will be condominiums and 1,000 will be apartments. However, in response to public input and comment, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative identified in Section VI, Alternatives, of the Draft EIR.

Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. Residential development under the Douglas Park plan will include a mix of housing types and sizes to accommodate the varying needs of Long Beach residents as well as local employees. This strategy is intended to enhance the project's ability to attract major employers to the area, including employers whose employees can work and live on the

site. Douglas Park will provide a minimum of 100 lots of 4,500 square feet for detached single-family homes and a maximum of 400 apartment units. One likely scenario is an estimated 190 single-family detached homes, 177 townhomes, 400 townhome/flat combinations, 249 condominiums, and 384 apartment units. The single-family residences will be developed at a maximum of 10 to 14 units per acre. The low- to medium-density areas will be developed with a maximum of 25 units per acre while the medium- to high-density areas will be developed with a maximum of 50 units per acre.

LETTER NO. 37

Stephen Brazell
Lakewood Dr.
Lakewood, CA 90712

COMMENT 37-1

As a local resident of Long Beach/Lakewood neighborhoods adjacent to the Long Beach Airport for the past 23 years, I am concerned about the recent proposals called "Pacific Center" as put forth by the Boeing Corporation for the former McDonnell/Douglas Aircraft facility. My main concern is that the most recent proposals regarding redeveloping the facility as a new residential neighborhood are not in the best interests of Long Beach and Lakewood, but only serve the interests of the Boeing Corporation.

RESPONSE 37-1

As indicated in Section III, Project Description, of the Draft EIR, the site will be developed as a mixed use area. Generally, the uses include residential uses in the northern portion of the site and commercial and industrial uses in the southern portion of the site. The project will be designed as a master planned community and will include Design Guidelines to ensure that proposed facilities are functionally and visually compatible with surrounding development and that sufficient landscape amenities are provided. In order to ensure that the development does provide benefits for the City, the City of Long Beach will enter into a Development Agreement with Boeing ("the Applicant") for the development of the site. As indicated in the Draft EIR, a Development Agreement is typically used for larger projects that develop over time to provide some certainty for the City and the Applicant with regard to development standards, implementation of infrastructure, and payment of fees. The Development Agreement will address the maximum amount of development permitted on-site, the general types of uses permitted, the maximum amount of retail uses permitted, and appropriate transportation

improvements. Among other provisions, the Development Agreement will also include requirements regarding open space and parks, infrastructure phasing, development impact fees, including affordable housing fees, and a commitment to public art.

COMMENT 37-2

When Boeing purchased McDonnell/Douglas several years ago, the buyout was pitched to the local communities as a business decision that would help revive the sometimes struggling aircraft facility that has been a mainstay of the Long Beach/Lakewood communities and that the merger would create job opportunities for all of the new business this merger was to create. Well it didn't take long for Boeing Corporation to lay their cards on the table. They succeeded in eliminating a main competitor and in the same stroke downsize a portion of their acquisition that they did not deem profitable or worth reviving. And for the icing on the cake, Boeing expects, or is it demands, Long Beach and Lakewood to acquiesce to their plan as to what is in Boeings opinion; the best use of the abandoned facility.

RESPONSE 37-2

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. Past business activities and acquisitions are beyond the scope of the proposed project and the environmental review process set forth by the California Environmental Quality Act (CEQA). In recent years the occupancy of the site has dropped dramatically as a result of the decline in the aerospace industry, as well as a more general economic downturn at the local, regional, and national levels. The Applicant's aircraft manufacturing decisions are made based on the profitability of those business units irrespective of the surplus potential for the land. In addition, the majority of the existing buildings on-site are planned for removal as part of a separate mandated soil and groundwater remediation program (refer to Section IV, Overview of Environmental Setting, of the Draft EIR for further discussion). The Applicant's basic economic objective of the proposed project is to optimize the value of existing property no longer in use or needed for aircraft manufacturing by balancing reuse opportunities with community needs and environmental constraints, while creating significant employment and housing opportunities. The project is designed to expand high quality jobs, research and development uses, hotels, restaurants, and offices, consistent with City's Airport Employment/Activity Center policy for the area.

COMMENT 37-3

And for good measure, they will tear it down as quickly as possible so that no one has a chance to say anything about the process.

RESPONSE 37-3

This comment does not introduce new environmental information or directly challenge information presented in the Draft EIR. As indicated in Section III, Project Description, a soil and groundwater remediation program is presently being implemented at the project site in accordance with Cleanup and Abatement Order 95-048 issued by the Los Angeles Regional Water Quality Control Board (LARWQB). To implement this mandated remediation program an estimated 4,651,234 square feet of existing development is currently in the process of being removed in accordance with separate permits that have been approved by the City of Long Beach. Demolition permits were obtained in January 2003 and June 2003. The remediation program is being overseen by the Los Angeles Regional Water Quality Control Board (LARWQCB). In addition, the demolition program is overseen and monitored by various agencies, including the South Coast Air Quality Management District (SCAQMD) and the California Occupational Safety and Health Department (Cal/OSHA). This remediation and demolition activity is not a part of the project but rather is considered a related project for purposes of environmental review.

COMMENT 37-4

What precautions are being taken regarding the demolition phase as my neighbors and I are directly across the street on the North side of Carson Street are in line with the afternoon prevailing winds. Having been in the construction industry for the past 15 years as a construction manager, I have supervised projects much smaller in scale but where the monitoring of air samples for airborne hazardous materials was many times greater than what I've observed from the demolition that is currently under way. I can see the existing buildings from my bedroom window and I have yet to hear one word about mitigation or containment of hazardous materials that **will** become airborne during the demolition phase. It seems that any commentary from Boeing is after the fact and in essence just lip service appeasement.

RESPONSE 37-4

As indicated in Response to Comment No. 37-3, demolition activities are occurring at the site in accordance with CAO 95-048 issued by the LARWQCB.

The Applicant takes the release of airborne hazardous materials from demolition activities at the Plant C-1 facility seriously as it is important to protect the demolition workers and offsite residences as well as ensure that active manufacturing of airplanes at the facility is not negatively impacted. Therefore, the Applicant maintains the dual responsibility of providing a safe working environment for personnel and suppliers, vendors and contractors, and for continuing as a steward to their surroundings.

The demolition program is subject to stringent permitting, oversight and inspection in accordance with federal, state and local regulations. These regulations include, but are not limited to, provisions for worker protection under State of California Department of Industrial Relations, Division of Occupational Safety and Health (DOSH/Cal-OSHA) requirements, and for ambient air quality under South Coast Air Quality Management District (SCAQMD). Both DOSH and SCAQMD have inspection and oversight roles at the site. To date, both regulating entities have performed multiple inspections of demolition activities, and will continue to do so throughout all phases of redevelopment. No violations or citations have been issued.

The Applicant is implementing the following work practice requirements during demolition activities associated with the on-going soil and groundwater remediation program. The Applicant is implementing the demolition program in compliance with SCAQMD requirements for demolition projects. Specific requirements applicable to the program include SCAQMD Rule 403, Rule 1166, and Rule 1403. SCAQMD Rule 403, Fugitive Dust, requires actions to prevent, reduce or mitigate fugitive dust emissions. The Applicant is implementing dust suppression techniques during demolition activities to minimize dust generation and comply with fugitive dust requirements. Specifically, SCAQMD Rule 403 requires use of best available control measures such as stabilizing wind erodible surfaces and where support equipment operate, stabilizing loose soil and demolition debris, and compliance with Rule 403. In addition, the Applicant has installed appropriate track-out controls (i.e., wheel washers) to eliminate track-out from its property to public roadways. SCAQMD Rule 1166, Volatile Organic Compound (VOC) Emissions from Decontamination of Soil, requires the control of emission of VOC from excavating, grading, handling and treating VOC-contaminated soil. The Applicant is implementing the Rule 1166 oversight program to ensure that any such soils identified during demolition activities are properly identified, characterized, remediated, and disposed of appropriately. SCAQMD Rule 1403, Asbestos Emissions from Demolition and Renovation Activities, specifies work practice requirements to limit asbestos emissions and include asbestos surveying, notification, removal procedures and time schedules, handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. The Applicant has implemented an air sampling and monitoring program to ensure that ACM is removed in compliance with the National Emission Standards for Hazardous Air Pollutants (NESHAPs) prior to demolition.

The Applicant is implementing requirements set forth in CCR Title 8, Section 1532.1 for demolition of buildings containing lead-based paints. The comprehensive set of California regulatory requirements are designed to assure the safe handling and disposal of these materials. In addition, the requirements provide for exposure limits, exposure monitoring, and respiratory protection and mandates good working practices by workers

exposed to lead. Perimeter air monitoring is being conducted to evaluate abatement efficacy and to ensure abatement actions are not adversely impacting air quality. As part of compliance with CCR Title 8 requirements, the Applicant requires bidding contractors to provide evidence of certified training for lead-related construction work. Lead-contaminated debris and other wastes must also be managed and disposed of in accordance with applicable provisions of the California Health and Safety Code. Compliance with these legal requirements for ongoing lead-based paint abatement and related demolition work will continue to assure that site employees elsewhere in the facility, and members of the public living or visiting nearby, will not be exposed to any hazards associated with lead-based paint debris and materials.

Regarding the project, demolition activities would be limited to Phase 3 and Phase 4 of project development as described on page 144 of Section III, Project Description, of the Draft EIR. While the emissions associated with these activities were calculated and included in Appendix B-1 of the Draft EIR, maximum daily emissions of PM_{10} for each of these Phases, as shown in Table 9 of Section IV.B, Air Quality, of the Draft EIR, occurs during site preparation. As discussed in Section V.E, Hazards and Hazardous Materials, of the Draft EIR, the Applicant will implement and comply with the following work practice requirements during demolition activities associated with Phase 3 and Phase 4 of project development. Specific requirements applicable to the project include SCAQMD Rule 403, Rule 1166, and Rule 1403 and measures discussed above regarding the ongoing remediation program will be implemented. Demolition activities would be conducted in accordance with SCAQMD Rule 1403 applicable to asbestos demolition activities, in which pre–demolition building surveys must be performed to identify regulated asbestos-containing building materials (ACBM). Applicable legal requirements relating to ACBM removal and building demolition activities include advance notices to regulatory oversight agencies, extensive training for workers, and detailed requirements relating to the containment, management and disposal of the ACBM. Compliance with these legal requirements for ACBM abatement and related demolition work will assure that project site employees elsewhere in the facility, and members of the public living or visiting nearby, will not be exposed to any airborne asbestos hazard. As with ACBM, demolition of buildings containing lead-based paints will be conducted in compliance with the legal requirements (discussed above) for ongoing lead-based paint abatement and related demolition work will assure that project site employees elsewhere in the facility, workers and occupants of the proposed project, and members of the public living or visiting nearby, will not be exposed to any hazards associated with lead-based paint debris and materials.

COMMENT 37-5

Obvious arguments against the current proposal for the Pacific Center, such as it is not safe to build homes on an airport, or that the addition of 1,400 to 2,500 units will be built

without increasing public services such as schools, parks, police or fire have not truthfully been address as otherwise suggested by Boeing's DEIR. The current proposal will only put an additional strain on the existing services currently in place as there are no new services being proposed.

RESPONSE 37-5

The Draft EIR has been completed in accordance with requirements set forth by the California Environmental Quality Act (CEQA) and CEQA Guidelines. The Draft EIR provides a thorough evaluation and full disclosure of potential environmental impacts associated with the proposed project.

The project will not result in the development of residences on the airport. The project site is located immediately north of the airport, and the nearest residential units under the proposed project will be located approximately 1,970 feet from airport runway 12/30 and 1,750 feet from airport runway 25R.

Sections V.E, Hazards and V.H, Land Use and Planning, of the Draft EIR contain an analysis of the project relative to the airport. The analysis concludes that the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. In addition, the project will assist in implementing the Airport Land Use Plan (ALUP) safety policies through various site planning restrictions. The project will also be consistent with applicable noise policies set forth in the ALUP. Also, as indicated in Section V.H, based on a number of factors, including current and expected airport operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working within the project site. Therefore, from a land use perspective, the location of residential uses within the northern portion of the site is compatible with the airport and would not be detrimental to the health, safety and welfare of the proposed residential uses.

As discussed in the Draft EIR, the proposed project will increase the demand for police services, fire protection, libraries, parks, and schools. Therefore, as stated in Sections V.K.1, Police Protection; V.K.2, Fire Protection; and V.K.5, Libraries, additional expenditures (i.e., staffing, equipment, items) will be required to accommodate the increased demand for police, fire, and library services. The Fiscal Impact Report concludes that at full buildout of the proposed uses, project-generated revenue will cover these expenditures. (A copy of the report is available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.) However, such revenue cannot be

allocated to specific services except through the City's budgeting process. Therefore, the Draft EIR acknowledges that if project-generated revenue were allocated in future City budgets to general municipal purposes other than to police, fire protection, and library services, potentially significant impacts to these services could occur.

Regarding schools, as indicated in Section V.K.3, Schools, of the Draft EIR, pursuant to Government Code Section 65995 payment of the developer fees required by State law will provide full and complete mitigation of the project's impacts on school facilities. Additionally, Boeing Realty Corporation has entered into an agreement with LBUSD, which provides that the payment of fees in accordance with the agreement constitutes full mitigation of the project's impacts on schools. With regard to parks, as discussed in Section V.K.4, Recreation, of the Draft EIR, the project's new residents will have access to 10.5 acres of on-site park space. Also, the payment of park impact fees by the Applicant as mandated in Chapter 18.18 of the City of Long Beach Municipal Code will provide for the acquisition of additional City park space and recreation improvements.

In addition, response to public input and comment, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will result in 1,400 single- and multi-family residential units, which is 1,100 fewer than the proposed project. Therefore, there will be an associated decrease in population growth, and impacts on public services will be less as compared with the proposed project. Furthermore, the nearest residential units will be located 2,400 feet from airport runway 12/30 and 1,750 feet from airport runway 25R.

COMMENT 37-6

(Boeings answer is that existing services are adequate and that upfront one time development fees will mitigate all of the issues.... how does that resolve the long term issues?)

RESPONSE 37-6

The City of Long Beach is the Lead Agency for the project, and as such, the Draft EIR has been prepared under the City's guidance. The Draft EIR does not state that all of the existing services are adequate to serve the project. Section VII.A, Significant Unavoidable Impacts; Section II, Summary; and the specific sections within Section V, Environmental Impact Analysis, of the Draft EIR, conclude that potential impacts could result to police services, fire protection, and libraries if project-generated revenue were allocated in future City budgets to general municipal purposes other than to these

services. Therefore, the Draft EIR does not conclude that one time development fees will resolve long term issues with respect to police services, fire protection, and libraries.

COMMENT 37-7

What is the dire need for an urban (medium/high density) development in the middle of multiple long time established suburban communities?

RESPONSE 37-7

Section V.H, Land Use and Planning, of the Draft EIR contains an analysis of the project's compatibility with surrounding uses. As indicated in this section, because of the distribution of uses, the project will be compatible with the surrounding off-site areas. The proposed residential uses will be located nearest to the existing residential uses north of the site, and the more intense commercial and light industrial uses will be located closer to the Airport to the south. The existing single-family residences will be buffered from the higher density development within the site by the intervening distance between on-site development and residences to the north (i.e., over 175 feet) as well as the proposed setback of 28 feet along Carson Street (excluding right-of-way). In addition, the existing trees on the north side of Carson Street in combination with street trees that will be planted along the south side of Carson Street will also create a buffer. In addition, the project will be designed as a master planned community and will include Design Guidelines to ensure that proposed facilities are functionally and visually compatible with surrounding development and that sufficient landscape amenities are provided.

As indicated in Response to Comment No. 37-5, the Applicant has announced its preference for a revised plan, referred to as Douglas Park. Residential development under the Douglas Park plan will include a mix of housing types but will provide a minimum of 100 lots of 4,500 square feet for detached single-family homes and a maximum of 400 apartment units. One likely scenario is an estimated 190 single-family detached homes, 177 townhomes, 400 townhome/flat combinations, 249 condominiums, and 384 apartment units. The single-family residences will be developed at a maximum of 10 to 14 units per acre. The low- to medium-density areas will be developed with a maximum of 25 units per acre while the medium- to high-density areas will be developed with a maximum of 50 units per acre.

COMMENT 37-8

Of the few medium density projects that do exist in our neighborhoods, they are in general a detraction for our communities as the "pride of ownership" element isn't there. Do the current downtown urban developments not meet Long Beach's need for additional housing? Has Long Beach forgotten what happened in the Eighties when it allowed up-

zoning in order to put 8-10 unit buildings where single family residences once stood? There are very few examples of those 80's developments where "pride of ownership" resulted, but in fact became examples of how investors can maximize cash flow at the expense of maintenance, upkeep and street front presentation.

RESPONSE 37-8

Current downtown urban developments do not meet Long Beach's need for additional housing. Along with such development, the proposed project will help relieve the existing imbalance of housing units to population in the City of Long Beach as well as in the Southern California region. The project is designed as a master planned community, which seeks to develop a mixed-use environment. As stated in Section III, Project Description, page 114, one of the project's design goals is to "attract and support quality commercial tenants and a stable residential area." Development Standards and Design Guidelines will be implemented as part of the project which will ensure that quality development is provided. In addition, ongoing maintenance of development within the project site will also be ensured through provisions within the Development Agreement with the City of Long Beach. Furthermore, Douglas Park, which has been recently identified as the Applicant's preferred plan would result in the development of up to 1,400 units, representing a reduction of 1,100 residential units when compared with the proposed project. Of these 1,400 units, at least 1,000 would be for-sale units.

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 37-9

I have listened to points made in favor of the current proposed Pacific Center development and they are nothing more than a distraction to the real issues that directly affect its neighbors. The problem with these points, is that the positives are miniscule in comparison to the long term negative consequences. They are nothing but a smokescreen to detract people from looking at the big picture. The Pacific Center DEIR is the perfect example of that smokescreen. It is nothing more that a propaganda document on all of the great relationships that Boeing has established with Long Beach City Agencies and Schools. I have yet to hear anything about the interaction Boeing has had with the City of Lakewood.

RESPONSE 37-9

This comment is acknowledged and will be forwarded to the City’s decisionmakers for review and consideration.

As stated in Section I, Introduction, of the Draft EIR and in accordance with CEQA Guidelines Section 15051(b), the City of Long Beach is the Lead Agency, since the City of Long Beach has the primary responsibility for carrying out or approving the project. As 23 acres of the site are located within the City of Lakewood, the City of Lakewood will serve as a Responsible Agency in accordance with CEQA. The Draft EIR contains an analysis of the project in its entirety. In other words an analysis of potential impacts within both jurisdictions is provided for each of the 22 issue areas that are analyzed in Section V of the Draft EIR. The consultants that prepared the Draft EIR consulted with the appropriate relevant agencies in the City of Long Beach, the City of Lakewood, and Los Angeles County during the preparation of the document. Section VIII.B, Agencies Consulted, provides a list of agencies consulted in the process.

COMMENT 37-10

How can Boeing enter into an agreement with Long Beach Unified before it even knows if their project is approved! How do they 'conclude' that only 242 students will be generated from 2,500 units with 1,000 of the units being rental???

RESPONSE 37-10

An applicant can and often times negotiates and enters into agreements with agencies that do not have approval authority over a development project prior to approval of that project. The agreement between the Applicant and the Long Beach Unified School District (LBUSD) will not be applicable without approval of the project. In the case of the agreement between the Applicant and the LBUSD, the agreement provides for a range of development intensity. If the City were to approve a project intensity that is not within the specified range set forth in the agreement, the Applicant would need to revise the agreement with the LBUSD.

With regard to the methodology used to estimate student generation from the project, as indicated in Section V.K.3, Schools, of the Draft EIR, the project is estimated to generate 272 students, not 242 students as stated by the Commentor. The number was derived using a different factor for each of the three residential product types that would be included in the proposed project. The factors are presented in Table 57 of the Draft EIR. As indicated in the Draft EIR, the proposed project would provide an estimated 200 single-family detached units, 1,300 attached townhomes/flats or condominiums, and 1,000 apartment units. Since a reasonably sized sample of new single-family detached developments could not be obtained within the district, LBUSD's district-wide rates were used to determine student generation from single-family detached units. To derive a factor for determining student generation from attached single-family residences and apartments, LBUSD recently matched addresses with nine developments within the district that are

most comparable to the proposed attached units and apartments that will occur on the site. The survey found that three single-family attached developments with a total of 167 units have 13 students (7 students grades K-5, 2 students grades 6-8, and 4 students grades 9-12). The factor presented in Table 57 was calculated by dividing the number of students by the number of dwelling units. The six comparable apartment developments had a total of 1,093 units and a total of 40 students (27 students grades K-5, 8 students grades 6-8, and 5 students grades 9-12). Again, the factor presented in Table 57 was calculated by dividing the number of students by the number of dwelling units. Seven additional developments were surveyed, two single-family attached and five apartment complexes. These seven developments contained a total of 1,199 units (25 single-family attached and 1,174 apartments). However, these developments were excluded from the analysis since these developments did not have any students. The final step in the analysis was to provide a private school factor to account for students that currently attend private school that could return to public school, thereby increasing the demand on the LBUSD. As indicated in the Draft EIR, the City of Lakewood had the highest private school attendance rate at 14.7 percent. Therefore, as a conservative analysis, a private school factor of 14.7 percent was added to the student generation rates. Using the factors that resulted from these steps, the proposed project was estimated to generate 272 students. This student generation methodology was reviewed and accepted by the LBUSD.

In addition, Douglas Park, which is the preferred plan for the project, will result in fewer residences and an associated decrease in population growth. Therefore, the number of students generated will be less as compared with the proposed project.

COMMENT 37-11

How does a project with an average density between 14 to 25 units per acre impact it's [*sic*] direct neighbor to the North who's average density is less than 3 units per acre???

RESPONSE 37-11

Section V.H, Land Use and Planning, of the Draft EIR contains an analysis of the project's compatibility with surrounding uses. As indicated in this section, because of the distribution of uses, the project will be compatible with the surrounding off-site areas. The proposed residential uses will be located nearest to the existing residential uses north of the site, and the more intense commercial and light industrial uses will be located closer to the Airport to the south. The existing single-family residences will be buffered from the higher density development within the site by the intervening distance between on-site development and residences to the north (i.e., over 175 feet) as well as the proposed setback of 28 feet along Carson Street (excluding right-of-way). In addition, the existing

trees on the north side of Carson Street in combination with street trees that will be planted along the south side of Carson Street will also create a buffer. In addition, the project will be designed as a master planned community and will include Design Guidelines to ensure that proposed facilities are functionally and visually compatible with surrounding development and that sufficient landscape amenities are provided.

As indicated in Response to Comment No. 37-7, Douglas Park will result in single-family residences developed at a maximum of 10 to 14 units per acre. The low- to medium-density areas will be developed with a maximum of 25 units per acre while the medium- to high-density areas will be developed with a maximum of 50 units per acre.

COMMENT 37-12

All of Boeings proposals have exits that empty directly onto Carson Street, which **will** impact the Lakewood County [*sic*] Club neighborhood as the traffic **will** use Lakewood Drive as a "cut through" to bypass the Lakewood/Carson intersection.

RESPONSE 37-12

The project proposes no more than one primary project street intersecting Carson Street. This street will be offset to the east of Lakewood Drive, as requested by residents of the Lakewood Drive area. There may also be a driveway or a minor roadway serving the project that intersects Carson Street, in which case either one would be located to the east of the primary street and restricted to right-turn-only movements, inbound and outbound. As shown in Table 69 on page 706 of the Draft EIR, the project traffic that will be added to Lakewood Drive is an estimated 90 trips per day, including no more than 14 trips during the highest peak hour. These trips are well below the significance threshold and will not cause a significant impact on Lakewood Drive.

COMMENT 37-13

As a part of my decision to live where I have in the past 17 years was knowing, who my neighbors are, what they do, and knowing what they could **not** do. What they could not do was based on what their property was zoned for and that, in general, zoning was something that doesn't change. I now seem to be in a position, where a big neighbor moves in, doesn't like what he has, and not only does he want to change what he has, but wants to change to a completely different use to what was originally there. He says that is the best use for it so that he can walk away from it with money in his pocket and the rest of us holding the proverbial bag.

RESPONSE 37-13

As indicated in Section III, Project Description, and Section V.H, Land Use and Planning, of the Draft EIR, the project includes General Plan amendments and a zone change from PD-19 to PD-32. As shown in Figure 48 of the Draft EIR, the majority of the site is designated LUD No. 7, Mixed Use, by the Long Beach Land Use Element of the General Plan, while the southern portion of the site is designated LUD No. 12, Harbor/Airport, by the Land Use Element. These designations provide for a variety of uses. However, as indicated in Section V.H, the project includes an amendment to LUD No. 7 to achieve consistency with the designation. Specifically, while LUD No. 7 provides for a mix of commercial and residential uses, LUD No. 7 does not provide for a mix of industrial and residential uses. Section V.H of the Draft EIR includes an analysis of land use compatibility with surrounding uses as well as internally within the project site. As indicated in the analysis, because of the distribution of uses, the project will be compatible with the surrounding off-site areas. The proposed residential uses will be located nearest to the existing residential uses north of the site, and the more intense commercial and light industrial uses will be located closer to the Airport to the south. In addition, residential uses will not be fully integrated with the industrial uses. The project will be designed as a master planned community and will include Design Guidelines to ensure that proposed facilities are functionally and visually compatible with surrounding development and that sufficient landscape amenities are provided. With regard to internal compatibility, the proposed uses will be located on the site so as to create internal functional compatibility. For example, the commercial uses will be located in the southern portion of the site, with the residential uses in the northern portion of the site. Along the interface of these two land use areas, the streets, setbacks, and landscaping, as well as the proposed retail overlay zone, will provide a buffer between the two areas.

It should be noted as discussed in Section VI.B.2, No Project/Development in Accordance with Existing Plans Alternative, under the current zoning, an additional 1,131,000 square feet of floor area could be developed in addition to the 5.1 million square feet of floor area recently present on-site, thus resulting in a total of approximately 6,231,000 square feet of floor area on the project site.

As indicated in Response to Comment No. 37-16, the project will have a positive fiscal impact by generating an annual surplus of $1.5 million to $3.8 million to the City's General Fund. The Fiscal Impact Report, which analyzes the annual revenues and expenditures to be generated by the project in the City of Long Beach, concludes that at full buildout of the proposed uses project revenue will be sufficient to cover expenditures associated with the increased demand for public services (i.e., police, fire protection, libraries, street/sidewalk maintenance). The report also concludes that the project will generate an annual surplus of $1.5 million to $3.8 million to the City's General Fund at full

buildout of the proposed uses. (A copy of the report is available at the Department of Planning and Building and Department of Community Development at Long Beach City Hall and is included in Appendix FEIR-C of this Final EIR.) However, it is acknowledged that even with this expected surplus, such revenue cannot be allocated to specific services except through the City's budgeting process. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 37-14

It is encouraging to hear that Councilwoman Kell from the 5th district opposes the residential proposal of the Pacific Center, but is eerily unsettling to not hear what any of the other Council members or the Mayor's positions are. Sometimes silence is a partner with collusion, but I hope it's not in this case.

RESPONSE 37-14

This comment does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. Therefore, This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

COMMENT 37-15

What is also disconcerting is the fact that the majority of the project borders Lakewood. But will Lakewood have any say with regards to a proposed zoning change occurring in Long Beach? It's ironic that the "Lakewood" portion of this development doesn't even border the affected Lakewood neighbors. The small portion dedicated to Lakewood is located in west section of the development to the south of the Lakewood golf course and its function serves only as a small revenue source for the City of Lakewood however this development is resolved.

RESPONSE 37-15

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. In addition, public hearings will be held for the proposed General Plan amendments and rezoning applications. Therefore, if the City of Lakewood or its residents wish to address the City of Long Beach decisionmakers with regard to these proposed applications, they can do so. Approximately 23 acres of the project site is located within Lakewood. This area constitutes the westernmost portion of the site. The existing residential units to the north of the project site are within Lakewood since the boundary between the two cities is the centerline of Carson Street.

COMMENT 37-16

Is it Long Beach's long term plan to phase out business so that it can build another housing project, or is the plan to improve the existing business developments in order to keep the local residents from commuting out of Long Beach to do business elsewhere. This is a great opportunity, unlike one that Long Beach has seen in many years, to put back in place a functional development that gives back to the local communities instead one that drains from our existing resources.

RESPONSE 37-16

The proposed project is not intended to phase out business in Long Beach. Based on the soft commercial office leasing market in and around the Airport area that has existed for many years, the project's mixed-use plan is considered the most economically viable development strategy. The mixed-use plan is intended to respond to local market conditions and demands while meeting the City's goal of bringing high-quality, high-wage jobs to the project site, by blending mutually supportive uses (including residential uses) that are desired in today's marketplace, can serve the multiple needs of a variety of businesses, and act as a magnet for the best tenants. In addition, the required phasing of commercial infrastructure as residential development proceeds will increase the competitiveness of the site for industrial/office users looking for space and, thus, result in the highest likelihood of near-term development. Please refer to Response to Comment No. 37-2, above, for discussion of the economic objectives of the project.

COMMENT 37-17

I am in hopes that today's City of Long Beach leadership has the vision to stand firm and insist that what ever goes in at the former McDonnell/Douglas site is a development that benefits the surrounding communities as did the original facility. Do not give up any more of the precious resource of commercial/industrial land that is left in Long Beach for redevelopment into housing. Send the message to Boeing that if they are to come into Long Beach they will treat Long Beach, it's residents and neighbors with the respect we deserve. We don't appreciate the bully treatment. And above all, give the surrounding neighbors a place to go back to work - **locally**.

RESPONSE 37-17

This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration. As discussed in Response to Comment No. 37-16, above, in light of ongoing commercial vacancy rates in the area, the project has been planned to respond to local market conditions and demands and elevate the relative attractiveness of the entire Airport area submarket through the provision of mixed uses, including housing. The project is specifically intended to expand high quality jobs, R&D, hotel, restaurant,

light industrial, and office uses. As discussed in Section V.J.1, Employment, of the Draft EIR, the site is intended to be developed as a regional employment center that will revitalize and redevelop an underutilized property, and the proposed mix of uses will provide substantial employment opportunities requiring varied skill sets. Please refer to Response to Comment No. 37-2, above, for discussion of the economic objectives of the project.

LETTER NO. 38

Keith and Ruth Brown
3637 Bouton Drive
Lakewood, CA 90712

COMMENT 38-1

Concerning the proposed PacificCenter [*sic*], we are asking for your help in down-sizing the amount of buildings, residences, aparments [*sic*] and condos scheduled for that area [*sic*]

RESPONSE 38-1

This comment is acknowledged and will be forwarded to the City's decisionmakers for consideration. In response to public input and comment, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park and which is consistent with the Reduced Intensity Alternative described in Section VI, Alternatives, of the Draft EIR. Douglas Park will include up to 1,400 residential units, a reduction of 1,100 units as compared with the proposed project, along with 3.3 million square feet of mixed commercial and light industrial development, 400 hotel rooms, and 10.5 acres of park space with an additional 2.5 acres for view corridors/pedestrian easements and bicycle paths. Residential development under the Douglas Park plan will include a mix of housing types but will provide a minimum of 100 lots of 4,500 square feet for detached single-family homes and a maximum of 400 apartment units. One likely scenario is an estimated 190 single-family detached homes, 177 townhomes, 400 townhome/flat combinations, 249 condominiums, and 384 apartment units.

COMMENT 38-2

We feel this would be a hazard to our community with increased traffic, safety and noise, as well as crowding of our schools and parks.

RESPONSE 38-2

The Commentor's concern that the project will be a hazard to the community is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

As stated in Section V.L, Transportation/Circulation and Parking, of the Draft EIR, the proposed project will generate a net increase of 4,482 A.M. peak-hour and 5,427 P.M. peak-hour trips. However, with implementation of the project's mitigation measures, including the transportation demand management (TDM) program and Adaptive Traffic Control System/Intelligent Transportation Systems (ATCS/ITS), traffic conditions at many area intersections will be improved when compared with future no-project conditions. Three intersections will be significantly impacted even after the implementation of mitigation measures: (1) Carson Street and Lakewood Boulevard; (2) Conant Street/ B Street and Lakewood Boulevard; and (3) Spring Street and Lakewood Boulevard. Impacts on residential streets will be less than significant with the provision of funding for neighborhood traffic management measures. If the responsible jurisdiction(s) are unable to implement adequate neighborhood measures, the project will significantly impact up to three residential segments.

Safety is a general term and is defined as "the condition of being safe from undergoing or causing hurt, injury, or loss". Assuming that the Commentor is referring to safety relative to security, the project will incorporate features to minimize the potential for on-site crime and associated demand for police services. The features may include security lighting, fencing, safe access routes, and visible entryways. Please see Section V.K.1, Police Protection, page 603 for a further discussion regarding these project features.

Section V.I, Noise, of the Draft EIR, provides a detailed analysis of various aspects of noise associated with the project. The section provides discussions on construction and operational noise, including noise effects resulting from the project as well as potential noise impacts within the project from the adjacent Airport, the ongoing use of the Boeing Enclave, and proposed on-site aviation-related uses. The project will result in the following significant and unavoidable noise impacts: (1) short-term and intermittent construction noise for off-site residential uses immediately north of the project site along Carson Street and proposed residential uses on the project site in close proximity to construction prior to buildout; and (2) off-site noise associated with project traffic at Conant Street east of Lakewood Boulevard during operation. However, this roadway segment is bordered by parking facilities and the Boeing 717 Assembly Facility and no sensitive receptors will be impacted. In addition, A Street, located within the western portion of the site, may be located farther to the north and adjacent to the Lakewood Country Club Golf Course (in

the vicinity of where Cover Street is currently located). Given the low level of traffic that currently travels in this area, mobile noise levels were predicted to also result in a significant impact. However, no sensitive residential receptors will be impacted and predicted project traffic related noise levels will drop below airport noise CNEL noise levels at approximately 175 feet north of the roadway right-of-way. All other areas analyzed with regard to noise will not result in significant impacts.

Section V.K.3, Schools, and Section V.K.4, Recreation, of the Draft EIR, provide analyses of the project's impacts on schools and parks, respectively. Regarding schools, pursuant to Government Code Section 65995, payment of the developer fees required by State law will provide full and complete mitigation of the project's impacts on school facilities. Additionally, Boeing Realty Corporation has entered into an agreement with the Long Beach Unified School District (LBUSD), which provides that the payment of developer fees in accordance with the agreement constitutes full mitigation of the project's impacts on schools. Similarly, the payment of park impact fees by the Applicant, pursuant to Chapter 18.18 of the City of Long Beach Municipal Code, in conjunction with the 10.5 acres of proposed on-site park space will ensure that the recreational demands generated by project residents will be accommodated. Therefore, impacts on recreational facilities will be less than significant.

As indicated in Response to Comment No. 38-1, the Applicant has enhanced its preference for a revised plan for the project which is referred to as Douglas Park. Douglas Park will result in fewer residences (but more homeownership) and an associated decrease in population growth. Therefore, impacts on traffic, safety, noise, schools, and parks will be less as compared with the proposed project.

COMMENT 38-3

It would also be a drain on fire, police and other services and would have a negative impact on our property.

Please consider this request and help us with this problem.

RESPONSE 38-3

As discussed in the Draft EIR, the proposed project will increase the demand for police services, fire protection, libraries, parks, and schools. As stated in Sections V.K.1, Police Protection; V.K.2, Fire Protection; and V.K.5, Libraries, assuming full buildout of the proposed uses, project-generated revenue will cover expenditures associated with the increased demand for police services, fire protection, and libraries. However, such revenue cannot be allocated to specific services except through the City's budgeting

process. Therefore, the Draft EIR acknowledges that if project-generated revenue were allocated in future City budgets to general municipal purposes other than to police services, fire protection, and libraries, potentially significant impacts to these services could occur. Please see Response to Comment No. 38-2, above, regarding impacts on schools and parks.

Additionally, as indicated in Response to Comment No. 38-1, the Applicant has announced its preference for a revised plan for the project which is referred to as Douglas Park. Douglas Park will result in fewer residences (but more homeownership) and an associated decrease in population growth. Therefore, impacts on fire, police, and other public services will be less as compared with the proposed project.

Impacts associated with the project are analyzed throughout Section V, Environmental Impact Analysis, of the Draft EIR. Assuming that the Commentor is referring to impacts on property values, the California Environmental Quality Act (CEQA) does not require analysis of the economic and social effects of a project, such as impacts on property values, except inasmuch as economic impacts are part of a chain of relationships that ultimately result in a physical impact. Property values are heavily influenced by macroeconomic factors that operate independent of locally specific conditions and include supply and demand relationships, population and employment growth rates, household income trends, mortgage interest rates, general price inflation, and the direct cost of new housing development. All of these factors interact in complex ways that change over time and will continue to do so independent of future development at the project site.

LETTER NO. 39

Margaret B. and Col. George Cain
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Long Beach, CA 90808

COMMENT 39-1

You have asked for our help in commenting on the issues at hand. Our concerns about Boeing's proposed development have increased each and every time ther [*sic*] has been a change in their plans.