

ATTACHMENT L

From: [krishna.chaitanya](#)
To: [LBDS-EIR-Comments](#)
Cc: [Council District 8](#)
Subject: Pacific Place RV Project
Date: Thursday, October 22, 2020 4:34:19 PM

-EXTERNAL-

Dear Ms. Amy L. Harbin,

I am writing to you about my concerns regarding the new proposed Pacific Place RV project. We live right behind the Los Cerritos Elementary school across from the proposed RV parking site. Given our location which is close to the intersection of the 405/705, we already live with a lot of air pollution from the highway traffic. I was aghast to hear about plans to further add to this pollution burden by allowing a parking lot for close to 600 RVs right across from us. To have that many idling RVs elevates the health risks for all of us local residents right across the street. Also to consider, are the elevated health risks to all the elementary school students whose playground is a literal stone throw from this site and to all the frequenters of the Los Cerritos park.

We are already seeing plumes of dust and noise from the surcharge work that has been started at the site and this soil is fairly contaminated. My son has respiratory problems and all of this dust is not helping, but that is nothing as to the pollution burden from continuously having 600 RVs right outside our window.

I plead with you to please reconsider using this site as a RV parking lot.

Sincerely,
Krishna Chaitanya
648 Terrylynn Pl,
Long Beach CA

From: [gloria cuaxiloo de shivers](#)
To: [LBDS-EIR-Comments](#)
Cc: [Council District 8](#)
Subject: Pacific_Place.pdf
Date: Thursday, October 22, 2020 10:12:49 PM
Attachments: [Pacific_Place.pdf](#)

-EXTERNAL-

As a teacher in the district and as a Los Cerritos resident, I'm concerned about the noise from these facilities since they are so close to the school as well as the increase in vermin that will be attracted to the area.

I believe it is worth reviewing LA County vector control issues as related to rodents and mosquitos to determine the risks and true impact to students' mental and physical health.

Thank you,

Gloria

From: [Kimberly Walters](#)
To: [LBDS-EIR-Comments](#)
Cc: [krishna chaitanya](#); [Amy Valenzua](#); [Council District 8](#); [Rohan Reddy](#); [m lisette flores](#); [Candace Davis](#)
Subject: Pacific Project
Date: Thursday, October 22, 2020 11:11:57 AM

-EXTERNAL-

Dear Ms. Amy L. Harbin,

I am writing to express my dismay over the plans for an RV park at the end of my block. I live on Terrylynn Pl, two houses away from the start of the Artesia parcel that is being developed.

People in our part of Long Beach already struggle from the effects of the 405 and the 710, two heavily trafficked and overly industrialized areas.

We already breathe poor air because of the port and massive freeways near us. My child has asthma and allergies. These have gotten worse since trucks have started moving soil and kicking up dust on the Pacific Project site, despite the fact that we use air purifiers and keep our windows closed. He gets worse outside near the Los Cerritos Park, which is behind our house and near the site. He should be able to play in the park, not get sick there.

What our community needs is not a massive parking lot for vehicles that consume high levels of diesel and gasoline. That will only contribute to our health problems. Just the prospect of RVs and tractors with boats idling their massive engines while they fill up fuel, wash off, dump the contents of their toilets, and park would by itself make me anxious. But add to that the fact that the air here is already quite bad from the 405 and the 710, and the additional burden of RV engine pollution makes me extremely worried for the health of my family.

What we need is protection from the bad air. We need that area to be planted with trees to help clean the pollution coming off the freeways rather than adding to that pollution.

Please. Stop this project. This is not the right place for an RV park.

With respect,
Kimberly Walters

--

Kimberly Walters
Assistant Professor
International Studies
California State University, Long Beach

From: [Charles Shivers](#)
To: [Amy Harbin](#)
Cc: [LBDS-EIR-Comments](#)
Subject: Pacific Place Project (Challenges to the Adequacy of Environmental Impact Statement's Negative Declaration)
Date: Friday, October 23, 2020 1:41:32 PM

-EXTERNAL-

Ms. Amy L. Harbin, AICP
City of Long Beach, Development Services Department, City of Long Beach
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802

Dear Ms. Harbin,

I am submitting the following challenges to the adequacy of the environmental impact statement's Negative Declaration:

Inadequate set of alternatives for land use

- *Does not address the City's lack of open space for outdoor recreational activities
- *Does not include a discussion of the use of the land by the Long Beach Unified School District (LBUSD), the Community College District, or for Long Beach State University

Hard Look at Environmental Impacts

- *Does not address issues of dumping of raw sewage from motor homes at the facility which is adjacent to a river that empties out into the ocean
- *Does not address issues of the dumping of or accidental discharge of vehicle oil or toxic fluid at the facility which is adjacent to a river that empties out into the ocean
- *Does not address the issue of run off into the adjacent river
- *Does not address the issue of chemical runoff from the facility into the ground soil and subterranean water table
- *Does not address vector control issues ranging from an increase in rodents and coyotes drawn to the location due to storage of trash and/or trash disposal for the surrounding residential community
- *No discussion of noise impact on the surrounding residential community
- *No discussion of light pollution on the surrounding residential community
- *No discussion of visual urban blight on the surrounding residential community
- *Failure to consult Long Beach Unified School District (LBUSD) regarding the environmental impact to students, their families, and the district
- >Does not address vector control issues ranging from an increase in rodents and coyotes drawn to the location due to storage of trash and/or trash disposal impacting LBUSD (Los Cerritos School)
- *No discussion of noise impact on LBUSD (Los Cerritos School)
- *No discussion of light pollution on LBUSD (Los Cerritos School)
- *No discussion of visual urban blight on LBUSD (Los Cerritos School)

Failure to Give Notice for Public Involvement

- *As a resident of Los Cerritos, I did not receive public notice for this proposed land use
- *No discussion of alternative uses other than industrial usage next to a long standing and

established residential community in Long Beach

*Failure to engage the Long Beach Unified School District (LBUSD) as a community stakeholder regarding the impact on students, their families, and the district

Please confirm receipt and next steps.

Much appreciated,

Charles Shivers

Los Cerritos Resident

From: [kefthy](#)
To: [LBDS-EIR-Comments](#)
Subject: 3701 North Pacific Place
Date: Thursday, October 29, 2020 9:07:55 PM

-EXTERNAL-

I was very discouraged to learn that 3701 North Pacific Place is potentially being used for a storage yard. We moved here last year from park rich south Orange County where every home, whether apartment, condo or SFR was within walking distance of an amenitized park. We often walk on the river trail and had hoped and dreamed that the empty spaces along the river south of the 91 would be developed as parkland. It is disturbing that there is so little open, green space for recreation in west and north Long Beach. These are the areas that were red lined for minority occupation in the earlier part of the century and have been neglected ever since. It is a disgrace that the wealthy east and south sides of Long Beach have an abundance of beautiful parkland while the west side gets an ugly storage facility built on some of the last vacant land in Long Beach. Not to mention that this is river front property. I worked at the Hughes Aircraft facility across the 710 in the 80's. On our lunch breaks, we used to walk around 'percolation pits' full of water that were across the freeway. While the area was ungroomed, there was an abundance of wild flowers and birds, including migratory birds and water fowl. It is so depressing to see the area being bulldozed into what will be a maze of concrete and undoubtedly ugly structures when it could be restored to a natural habitat within walking distance of 100's of homes.

Karen Efthyvoulos
3331 Maine Ave.

Sent from my T-Mobile 4G LTE Device

From: [Aaron J. Moore](#)
To: [LBDS-EIR-Comments](#)
Subject: 3701 North Pacific Place Project
Date: Thursday, October 29, 2020 8:48:13 PM

-EXTERNAL-

Good evening,

I would like to comment on the proposed use of the 3701 North Pacific Place Project. I strongly encourage not approving this parcel to be developed into the proposed self-storage and RV storage facility. This area of town bears a disproportionate negative impact from local pollution and has less open space than other areas of the city. Residents would be better served with the parcel being developed into public open space.

Thank you,

Aaron Moore
5822 E Parkcrest St
Long Beach, CA 90808
562-884-6989

From: [Lissa Morales](#)
To: [LBDS-EIR-Comments](#)
Subject: West Side Long Beach Resident Concerned on Toxic Site
Date: Thursday, October 29, 2020 7:57:44 PM

-EXTERNAL-

To Whom It May Concern,

As a resident of West Side Long Beach, I am deeply concerned about the 3701 North Pacific Place Project that is scheduled to serve as a new location for a self-storage facility. The West Side of Long Beach has long suffered from being a park poor area, as most of us residents are also constantly breathing polluted air from the nearby refineries and major traffic highways. I strongly urge the city to stop the dangerous development of this brown space that will adversely affect our community. Please provide more green space that our community desperately needs.

Lissa Morales

From: [Amy Valenzua](#)
To: [LBDS-EIR-Comments](#)
Subject: Pacific Place proposal
Date: Thursday, October 29, 2020 10:38:17 PM

-EXTERNAL-

Hello,

I am a resident of Los Cerritos Neighborhood and my daughter attends Los Cerritos elementary school. For years we have hoped the city would do the right thing and increase green space around the community, especially in the west side and around the river as we bear disproportionate burden of smog and toxic emissions.

The developer of this site has levelled it, creating dust. We do not know if the dust is safe or not. They have removed trees and shrubs and an endangered plant without permission or remediation. As we know, the LA River is a fragile natural corridor for birds and other animals, including bats. Every habit is precious in our resource-stressed megalopolis and to have it eradicated without proper environmental review is unacceptable.

In terms of the project itself, we do not need more cars, RVs and SUVs idling near our small park and school. We do not need more hardscape to increase the noise from freeway traffic. We definitely do not need more storage facilities. This is basically an industrial park directly across a residential neighborhood. It will only add to the pollution and emissions burden of our neighborhood. Studies have shown that even a modest increase in emissions exponentially impacts lung health and we already suffer the highest asthma rates in the city, with some of the worst air quality in the nation. Therefore every opportunity to rebuild habitat should be taken. We do not want more useless buildings. The costs are too high to our health and the health of our children.

Thank you,

Amy Valenzuela-Mier

Los Cerritos Neighborhood

From: [Chris Campbell](#)
To: [LBDS-EIR-Comments](#)
Subject: 3701 North Pacific Place Project
Date: Friday, October 30, 2020 9:50:08 AM

-EXTERNAL-

As a resident of Bixby Knolls I am writing to express my concern with the development of the 3701 North Pacific Place Project. It is my understanding that the site has buried contaminants that will risk exposure under the proposed development of a RV storage facility. The site is adjacent to Los Cerritos Park and Los Cerritos Elementary School. The project seems like too great a risk for children who play at the park or go to the school to be exposed to the environmental contaminants. I hope the health and safety of the adjacent neighborhood is taken into consideration when evaluating the proposed project.

Regards

Chris Campbell
3901 Myrtle Avenue
Long Beach, CA 90807

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From: [Steve Marine](#)
To: [LBDS-EIR-Comments](#)
Subject: The 3701 North Pacific Place Project
Date: Friday, October 30, 2020 8:35:20 AM

-EXTERNAL-

To Whom It May Concern:

I am writing to you in regards to the 3701 North Pacific Place Project. I do NOT believe that it is a wise choice to build an RV lot on this property. After years of use of the land as an oil brine water treatment facility I believe that it could be dangerous to allow any construction on the property, as it might dredge up toxic chemicals and put local residents in harm's way.

I've lived in west Long Beach for almost 20 years. People in this area already have to deal with emissions from port traffic (and the freeways), so please don't risk adding more toxic chemicals to our environment.

Thank you,

Steven Marine
2113 Chestnut Ave, Long Beach, CA 90806

From: [Lisa](#)
To: [LBDS-EIR-Comments](#)
Subject: Pacific Place Project comments on the IS/MND
Date: Friday, October 30, 2020 12:40:59 PM

-EXTERNAL-

Ms. Amy L. Harbin, AICP
City of Long Beach, Development Services Department
411 W. Ocean Blvd., 3rd Floor, Long Beach, CA 90802

Sent via email to LBDS-EIR-Comments@longbeach.gov

Re: Comments on the Pacific Place Project Initial Study/Mitigated Negative Declaration (IS/MND)

To Ms. Amy L. Harbin:

Enclosed please find my public comments on the subject project named above for your consideration and response as required under the California Environmental Quality Act (CEQA). My comments are summarized below.

SECTION XI. LAND USE AND PLANNING

The analysis included in the initial study checklist under Section XI. Land Use and Planning fails to address potential impacts due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The analysis assumes there would be no conflict associated with the proposed project, which includes the following land use changes:

1. Zone Change: Change zoning on Artesia parcels from Light Industry (IL) to Commercial Storage (CS).
2. Standards Variance: Permit building height of 40 feet in the Artesia parcels; 28 feet permitted in the proposed CS zone.
3. Conditional Use Permit: Permit self-storage and recreational vehicle storage uses in the proposed CS zone on the Artesia parcels.
4. The Project includes an application for a General Plan amendment to change the General Plan place type for the McDonald Trust parcels from OS to NI.

The conclusion of a no impact finding is entirely based on approval of the requested General Plan Amendment, Zone Change, and CUP by the City of Long Beach without attempting to disclose or even analyze if any of these land use changes would conflict with land use types, policies or goals that were adopted for the purpose of avoiding or mitigating an environmental effect. Simply analyzing the post-project approval condition is not adequate under CEQA and fails to disclose any potential for environmental impacts.

Specifically, the project site McDonald Trust parcels are identified as Open Space and were used as a former golf learning center. The open space element described it as "A new, publicly accessible driving range is located at the intersection of the I-405 San Diego Freeway and the Los Angeles River." The applicable goals/objectives of the plan as it relates to open space and the former use of the project site as a golf area include:

- 4.2 Achieve a ratio of 8.0 acres of publicly owned recreation open space per 1,000 residents. The IS fails to disclose how the loss of open space will affect this ratio that was adopted for the purpose of ensuring adequate open space is maintained in the City.
- 4.3 Add recreation open space and recreation facilities in the areas of the City that are most underserved. The IS fails to address this issue as it relates to the loss of open space in the City's west side

neighborhood which is underserved.

4.6 Increase recreation resources and supplement publicly owned recreation resources with privately owned recreation resources. The IS fails to address how the project would change this open space zoning and the loss of a potential recreation area since the site was formerly a privately owned golf area.

4.7 Fully maintain public recreation resources. The IS fails to address this issue by assuming the land use change would be approved without providing any analysis of loss of recreation resources.

4.9 Connect recreation open spaces with greenway linkages. The IS fails to address whether the project site could serve as a linkage to the LA River Revitalization Master Plan. Without any specific mention of the LA River plans for this area, I am not able to provide more detailed comments on this issue.

Applicable policies include:

4.4 Ensure that the general plan and zoning are consistent for all recreation open space locations and uses. The IS assumes the zone change from OS to NI as "approved" without any impacts and does not provide the proper analysis to substantiate that conclusion.

Without the proper disclosure, the public is not able to comment on this land use impact finding which warrants additional analysis and recirculation of the IS checklist and Mitigated Negative Declaration under CEQA.

Regarding the CUP that is required to permit self-storage and recreational vehicle storage uses in the proposed CS zone on the Artesia parcels, the IS checklist again fails to properly disclose and analyze impacts. According to the City's website at <http://www.longbeach.gov/lbds/planning/current/permit/>, a CUP is described as follows:

"A Conditional Use Permit allows the recipient to engage in specified activities or conduct a business under special conditions designed to protect the neighborhood and the community. Each zone in the City has permitted and prohibited uses. A conditional use is a use that is permitted if the Planning Commission makes certain findings, including a finding that the use will not have an adverse effect on the community. Each CUP application must be reviewed individually to determine if the proposed use can operate at a given location without harming its neighbors or the surrounding community. In residential zones, daycare centers, parking lots, and churches are examples of conditional uses. In commercial zones, auto repair uses and any business which requires a liquor license requires a CUP."

The IS checklist assumes a CUP will be granted and makes a no impact finding based on consistency with that approval in place. The IS does not make any attempt to disclose why the issuance of a CUP is required and whether it have an adverse effect on the community. Early consultation with the City's Planning Department on the CUP should have been started prior to the CEQA review process; however there is no information provided on this. The Planning Commission will need to rely on this document to decide whether to permit the CUP. It is unknown how the Planning Commission can make a finding that the use will not have an adverse effect on the community when there is no analysis in the IS to rely on. Based on the above, the IS checklist must be recirculated to provide the public with additional information and an opportunity to comment on that new information when it becomes available.

Thank you for the opportunity to submit my comments on this project.

Sincerely,

Lisa Ochsner, Resident

From: [Christopher Quint](#)
To: [LBDS-EIR-Comments](#)
Subject: Park at Los Cerritos
Date: Friday, October 30, 2020 10:19:40 AM

-EXTERNAL-

This is a no brainer. Preserve this open space. Plant this area to function as the lungs of the surrounding neighborhoods. Move the proposed Belmont swimming and diving pool to better serve ALL the residents of LB and to preserve the open views of the ocean in Belmont shore. Create a destination for the LA River bike trail.

Christopher Quint and Dr. Susan Rice
Belmont Heights
Long Beach CA 90803

From: [Barbara Shoag](#)
To: [LBDS-EIR-Comments](#)
Subject: Former Driving Range
Date: Saturday, November 07, 2020 4:23:28 PM

-EXTERNAL-

Dear Amy Harbin,

We are writing in opposition to the proposed development of the former Driving Range on Pacific Avenue.

We live in the Los Cerritos neighborhood and frequently walk along Del Mar Avenue and have watched the heavy earthmoving equipment moving 'mountains' of earth around the area.

What we need in our area of the city is a fabulous park!! Not a huge parking lot!

Those on the east side

have the amazing El Dorado Park to walk, picnic, enjoy sports, lakes, Nature Center and trail, etc., etc.

This is the perfect spot for another regional-type park for those of us on the north and west sides of

Long Beach to savor and enjoy.

Please make it a park.

Thank you for your consideration.

Barbara and Leon Shoag

4120 Locust Avenue
Long Beach, CA 90807
562-400-8124

From: [L](#)
To: [LBDS-EIR-Comments](#)
Subject: 3701 Pacific Place development
Date: Wednesday, November 11, 2020 3:23:05 PM

-EXTERNAL-

Ms. Amy L. Harbin, AICP,

I am opposed to the current plans for the site at 3701 Pacific Place and am asking for the city to reconsider these plans before proceeding.

We need your support in stopping the proposed development at 3701 Pacific Place, the former Golf Driving Range (just south west of Crown Point, across from Los Cerritos Elementary and Park). What they plan on developing is a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and office space (77,000 sf with 11 Truck Loading Docks) and a carwash. This site was formerly a storage of toxic waste and sewage that was buried and covered by a plastic membrane in the 1980s to limit neighborhood exposure to the toxic materials and gases. In order to build this new development they are grading and moving this toxic soil, kicking up hazardous dust that is carried by the prevailing winds into our community.

Our western Long Beach has a severe need for more parks and open space, because of our historical development that favored industry which resulted in higher levels of pollution. With your support, we can stop the development of this brownfield site and work with Federal, State, and Local Agencies to address what will really benefit our communities; more forested parks and open space to serve as the lungs of our neighborhoods and create parity between eastern and western Long Beach. The eastern side of Long Beach has seventeen times more acreage dedicated to parks and open space than the west side (of Long Beach).

The alternative to illegal use of this land for motocross is not more asphalt that creates urban heat islands; this is a shortsighted approach. Let's think about the long-term health of our neighborhood and the future generations. There will never be another opportunity for the city to acquire and develop this many acres for parkland. This is our only chance.

My Concerns Are:

- * Loss of the last large piece of open space to development
- * Construction noise
- * Stirring up of contaminated soils
- * Storage yard and warehouse visible from the Los Cerritos Park
- * Declining property values because the creation of industrial use
- * Not a fit with our community

The following items need to be addressed before this project is allowed to go forward.

- 1) The City has not requested a full EIR.
- 2) The Development has not been fully entitled, yet the developer has been allowed to grade the site flat and remove all vegetation
- 3) The developer has been allowed to build a fifteen foot mound of dirt for the purposes of compacting the soil called surcharging (they call it a test) that is commonly done *after* the permit for construction has been issued. A construction permit has not been issued to date.
- 4) The Department of Toxic Substances Control (DTSC) has not completed its study of the site, not held a public meeting, yet grading has spread potentially contaminated dust into our neighborhood.
- 5) Traffic caused by the proposed development has not been fully analyzed, nor how it will impact our air quality or traffic patterns.
- 6) Potentially contaminated storm drainage has not been adequately studied or addressed.
- 7) Property Re-Zoned from Open Space to Industrial in 2018, without adequate notice to Neighbors of Los Cerritos, Wrigley or Bixby Knolls.

Sincerely,

David Dingman

DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-8391
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Serious Drought.
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a California Way of Life.*

November 4, 2020

Ms. Amy L. Harbin, AICP
City of Long Beach
Development Services Department
411 W. Ocean Blvd, 3rd Floor
Long beach, CA 90802

RE: Pacific Place Project
Vic. LA-405 PM 7.18, LA-710 PM 9.41
SCH # 2020100290
GTS # LA-2020-03396AL-MND

Dear Ms. Harbin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project is comprised of a three-story 152,745-square foot (sf) self-storage building with approximately 1,132 self-storage units, a 2,153 sf car wash, a recreational vehicle (RV) parking facility with 578 parking spaces, and a 5,000 sf office space on 4-parcels totaling approximately 14-acres with anticipated industrial uses including a single-story building with up to 77,000 square-feet of building area consisting of 73,500 square-feet warehouse space and 3,500 square-feet of office space, and a proposed vacated roadway easement. The Project area totals approximately 19.41 acres.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) has been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

This development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in July 2020.

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>

Overall, the environmental report should include a Transportation Impact Study (TIS) to ensure all modes are well served by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

The project will generate a maximum of 302 daily traffic trips, 23/33 maximum AM/PM peak hour traffic trips. We concur that a maximum project contribution of 33 peak-hour trips to the adjacent intersections is nominal, and the potential for an intersection impact is unlikely. Therefore, this project would not be expected to have a significant impact based on a VMT evaluation.

For this project, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods and idle time not to exceed 10 minutes.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2020-03396AL-MND.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse

From: [Renee Lawler](#)
To: [LBDS-EIR-Comments](#); [Council District 7](#)
Subject: 3701 Pacific Place Project - proposed negative declaration
Date: Wednesday, November 11, 2020 4:19:28 PM

-EXTERNAL-

Ms. Amy L. Harbin, AICP
City of Long Beach,
Development Services Department,

Dear Ms. Harbin:

The language of the law, AB530, is primary in understanding the scope and objective for any project proposed in the LA river corridor. This proposed project at 3701 Pacific Place needs EIR review before proceeding, in effort to mitigate against cumulative negative environmental impacts, many of which are already prior known in the vicinity and at the site specifically.

There was a reason and purpose for the entire Lower Los Angeles River Revitalization process and an EIR not a negative declaration to be necessary for this project; otherwise, it is not in alignment with that mission as stated in AB530. The courts have determined that the south LA River lands are sovereign and due to the linear nature of the river, no one entity can consider all the complex issues when planning in and adjacent to the people's river resource; therefore, a regional approach to project review and planning is necessary. The chosen negative declaration, at this point in the process, will not achieve those stated objectives and purpose of the State law.

Past performance by key participants in the LA River Revitalization Master Planning effort - members of the Task Force, (entities and municipalities, such as the City of Long Beach and LA County Flood Control District), have been made aware of known flooding issues, and the need for a mitigation plan to control any such conditions and to assess the site specific impacts that will or may contribute to the cumulative negative flood impacts known to occur with run off toward the river to the west and equestrian communities to the south. Impacts must be assessed, site specific and broader reaching areas due to factors such as topographical features and history of flooding in the vicinity. The necessity for cooperation between various entities, public or private, for the LA River corridor, which includes the private lands, such as this on either side of the river is the essence of the law, AB530. During the CEQA review, the concept of collaboration and accountability for planning and project review within the corridor to be inclusive of the stakeholder concerns and more entities on a larger scale, not just the local City of Long Beach Development department is necessary to in keeping with the primary objective and legislative intent of AB530 and CEQA law.

There are additional guiding documents, such as the 1999 Maintenance and Use Agreement between the LA Co Flood Control District and the Army Corps of Engineers that must be considered to better understand where the responsibilities lie with regard to the primary objective of mitigation of flood impact and those contracted district and operator responsibilities lie with regard to flood control for any project. Flood impacts to the river lands and their established and adjoining communities, animals and historic equestrian trail network are citywide, and also a regional concern. The 1999 agreement, for instance, outlines responsibility of the "District" and local municipal "operators" (City of Long Beach) with respect to flood control infrastructure, reporting, response, project review, and impact assessment for projects of all sizes within the region. When a project is proposed in the corridor (including one mile on either side or more if/as needed, site specific or broad-scale), LACFCD should be involved in review of the storm drain infra-structure and the project relationship to impacting run-off and flood risks in this zone. Regardless of what City

or the immediate jurisdiction any storm drain is in, those structures are all ancillary to the flood control channel should be reviewed on a project by project basis for their effectiveness to control flooding within the vicinity. As well determinations about their effectivity to support the new proposed development/project and the function of together with the flood control system on the whole in order to address any gaps or deficiencies existing or anything that would add to cumulative negative impacts already known to the west and south downstream of this site. This is an obligation of the City of Long Beach as a local storm water operator and LACFCD as the local “district” operator as per the NPDES permits issued. In the case of LACFCD, it is the term for their existence when established as a necessary entity in the region for flood control management on a cooperation basis with the Federal entity, the Army Corps.

The goal and objective of AB530 will not be actualized if a negative declaration is approved for this project. Based on past history, local level project review in the LA River corridor has insufficient, so claim a negative declaration without in-depth CEQA review of the site and all the lands, trails and communities adjoining, downstream and upstream will likely result in more un-mitigated cumulative negative impacts for the historic equestrian trails, lands and established communities with concerns, features, issues that are layered, regional in nature and require a more complex review.

The LA RIVER Master plan claims that it’s “program DEIR” assumes that you, the local entity would use a “kit of tools” to review in 5 mile segments along the river. The problem with that is that the river has features that should not be broken into segments – such as the historic equestrian trail. Much of the trail demise and un-mitigated cumulative impacts to the equestrian zones, properties, animals and overall impacts, is due to local level planning continuing to claim negative declaration with no real review/accountability on a larger linear scale for the communities directly and negatively impacted with each project along the corridor. The horse trail, and the flood control channel and the storm drains which are supporting ancillary systems, and the open space in channels, outer channel and adjoining vacant or open lands that support this wildlife, trail and recreation and historic community corridor needs to be considered in this project. This site development will have broader reaching cumulative negative impact that must be assessed for mitigation through an EIR process.

The horse trail along the LA River and vicinity was dedicated in 1944 with the purpose of preserving a culturally significant example of CA history. The bridle/riding/hiking trail is different from the bike path which was the utility road on top of the berm converted to a bike path in the 1970s. The horse trail is still in use today for recreation and critical mobility. It was and is connector feeder trail that ultimately merges with the Anza Trail at the Rio Hondo and was used by the Spanish and Ranchos. The trail has been compromised, obstructed, built upon and encroached upon by trash, motorcycles and homeless and adjacent projects like this. The trail is a linear feature, just as the river is and it is a prime example, (along with control of flooding and other environmental concerns) why, in order to address all the complex issues when planning a project large or small, broad or site specific along the LA River corridor, that a regional “committee” approach is needed to review cumulative negative impacts. The essence of the AB530 legislation necessitated a 41 member steering committee tasked with the mission to update the prior 2006 LA River Master Plan. This new Lower Los Angeles River Revitalization Plan still needs key partners like the City of Long Beach “to do the right thing” for this project and produce an EIR.

History in planning continues to exhibit that the local entities don’t have or don’t choose to use the tools and information availed to them to sufficiently address these many concerns and so the result is that negative impacts accumulate and go un-mitigated. The State legislation, AB530 passed unanimously under Speaker, Anthony Rendon and it clearly acknowledged the fact that **a regional approach for the river corridor(s) planning was necessary to include the river lands and 1 mile on either side**, and that no one single entity (i.e. City of Long Beach, private owner or developer) could possibly anticipate or take all the proper steps to adequately review CEQA for known or potential negative environmental impacts due to the linear nature of LA River, trails and adjoining properties and communities; and so EIR CEQA review is required to achieve the objectives of AB530 in the case of this project.

2020 LA River Master Plan Objectives:

Flood control risks – The storm drain infrastructure is currently incapable of handling the rain run off for current density in the City of Long Beach vicinity. The City communicated that fact to the County and denied taking corrective action despite known flooding conditions. "Pipes are too small" was stated from City to County and both entities are well aware of the known deficiencies - yet the City of Long Beach opted not to cooperate with LA Co Flood Control District in correcting, documenting, reporting or sufficiently mitigating for future flooding in the vicinity, despite both parties having combined responsibility via storm water NPDES permit requirements, 1999 Maintenance and use Agreement with the Army Corps of Engineers, 1996 & 2006 & 2020 LA River Master Plans, etc. Due to the fact that the City and County have not added sufficient storm drain infrastructure at this location and vicinity and the plan to use the trail and river land adjacent as a "retention basin" to hold run off until it can be diverted to non-existent or in-sufficient drain pipes is worthy of prompting an EIR. There is clear knowledge of downstream flooding that is compounded by this practice of diversion toward the river lands to be used as "retention basin" without sufficiently diverting the excess to proper storm drain pipes and pumps. The result is run off is diverted and an un-mitigated contributor to re-occurring flooding for more than just this "site specific location". These conditions are known and any additional density, elevation, slope, grade, changes, sur-charge activity coupled with topography in these vast open areas and reduction in open land traditionally able to absorb run off, along the flood control river corridor, in the City of Long Beach and in site specific proposed projects and their vicinity, such as the proposed OOI Integral development(s) will stress an already undersized flood control storm drain system for the storm pump station SD6 and those in the vicinity. This proposed development will cause reoccurrence of the known flooding, likely with increased intensity and adding more properties for the negative impacts that the City and Flood Control district recently mediated over. The rain run-off these OOI parcels, next to the Los Cerritos and Wrigley Heights neighborhoods flows southward toward and through Wrigley North (south of Wardlow). While one of the intended destinations for run off is to Storm Drain Station #6 at Willow & 26th, the problem is that most rain run-off never makes it to the drain pipes, which the City recognizes. But because they know their piping and system is sub-standard and in many locations undersized, they are ok with the excess (due to more and more density and impermeable surfaces compounds) being diverted to the river lands instead of to the pipes. That excess, when there is enough volume or no more absorption can take place, routes to flood properties that are river adjacent where there is no infra-structure to handle that cumulatively increased excess density run-off and subsequently is never reported accurately as to the capacity for the pump and pipe systems. This is an example of a complex issue that AB530 referred to, one that has much larger impact but left in the hands of the local entity, the City of Long Beach, and the District LACFCD, is not being adequately reviewed for conduct, procedure and mitigation and the negative impacts accumulate.

Safe equitable, inclusive parks, open space, and trails – The 2020 LA River master plan and prior have outlined the OOI properties as necessary open space to enhance the park poor needs of the south LA River and the citizens who reside in the west side of Long Beach. Also this property combined with the vacant OOI property at Wardlow and the Wrigley Greenbelt south of Wardlow represent the largest swath of land along the river adjacent to the historic horse bridle-equestrian/hiking trail. That horse trail (not the utility road turned bike path in 1970 on top of the berm that crosses and merges the older historic trail), is the one of the oldest recognized features in the vicinity that represents 2 historic periods in CA history and the life line for culturally significant minority group and several river-adjacent residential, commercial and open space equestrian zones. The integrity of the trail from a historic necessary function for mobility for that recognized minority, as well as more recent history to include recreational use will be negatively impacted if the land earmarked for the past 30 years for parkland/equestrian zone at this site along the LA River is developed and not retained open space. The trails and open spaces are the life-line for the horse culture in the LA River vicinity and we must rely on un-obstructed trail passage, safe mobility as any other user group (biking or walking) and low density in those zones. In addition, this has been zoned, if it was to be developed as the few remaining equestrian housing horse-overlay zones that require low density, 8,000 s.f., minimum lot

sizes with set-backs (if residential), and trail access easements for the health, safety and protection for the historic lifestyle, animals and integrity of the trail from negative impacts brought by non-compatible uses such as high density or non-compatible development. The City of Long Beach conducted an in-depth EIR review in 1977 for the protection of these river-adjacent zones and that EIR should be considered in this process, not a negative declaration.

Support healthy connected ecosystems. – The OOI parcels are not site specific due to their connection to the linear historic horse trail and open space still present to the north and south and adjacent direct proximity to the trail and river lands and flood control channel. It is part of the large linear environmental corridor that many species depend upon and so this land within the one mile zone, ear-marked to be preserved open space for the last 3 decades of master plans is subject to development without considering for past or present master plans and significant environmental concerns that a negative declaration does not sufficiently consider. The river environmental corridor, as a resource, has been vastly and negatively altered since it was deeded to the State of CA. The south LA River, sovereign land - owned by the people of the State of CA, as acknowledged by AB530 and the courts, continues to experience negative impact every time development occurs on or adjacent to the river lands. The corridor ecosystem is not defined by the man-made parcel lines. The river corridor and trails were once all open space; however with the present day man-made flood control channel and short term memory of what should be, is being eaten up by development right up to the flood control lands and berm edge. That type of encroachment on the corridor is just as negative an impact as building right up to the edge of any wetlands or coastal protected zone and thus should prompt an EIR review.

Enhance opportunities for equitable access to river corridor. – The corridor includes wild species and domestic horses and historic and established communities that are being squeezed out of the corridor due to being overrun by density development and encroachments, biking, trash, motorcycles, homeless and flooding and paving open spaces. This project is not equitable planning without further EIR review.

Embrace and enhance opportunities for arts and culture. – The cultural significance of the horse and rancho lifestyle is being extinguished by this proposed OOI development on acres river and trail adjacent land by the City's continued resistance to recognize this minority community and the trail network of significance. Furthermore, the City of LB indicated in their new Land use Element of the General Plan "LUE" that the "Wrigley Heights equestrian zone" would remain and Councilman Uranga and Linda Tatum reiterated so during the LUE debates; yet the City continues to omit and ignore the horse overlay zoning or properly reflect it in any subsequent documentation and show no effort to protect that historic culture. Continually City and County officials choose not to acknowledge the Horse Overlay, refuse to include it in the list of "other zones" in the LUE and continue to provide discrepancies in what zoning codes are assigned to this/these locations in the information that disseminate on maps and publically. These errors have been brought to the attention of Mayor Garcia, Chris Koontz, Councilman Uranga, County Supervisors and many but the omission continues because it is not convenient to consider for a project of this type of density. This proposed negative declaration for this project is another example of a local entity not considering the master plan prior or present or the complex negative impacts this type of development poses for a much larger area that includes but is not limited to flooding, wildlife, historic equestrian trails and related significant cultural considerations, traffic, noise, air, dust pollution, safety, mobility and more.

Address potential adverse impacts on housing affordability and people experiencing homelessness. – This needs review and a negative declaration is not sufficient to do so.

Foster opportunities for continued community engagement, development and education. – The community has engaged over this property for decades. Even when included in 3 master plans spanning decades including a lengthy environmental review in 1977 that that pre-dates CEQA resulting in the protective 20 page horse overlay zoning the City of Long Beach actively ignores those historic efforts. Furthermore, Al Austin and the City of Long Beach were participants of the 2020 LA River Master planning process and agreed to the concept of retaining the 58 acres that include the OOI parcels for open space.

Yet here we are today appealing for all the same concerns we have re-stated for decades and having to fight to have a minimum level of CEQA review that will likely lose to the strength of development dollars and their influence.

Improve local water supply reliability – The deficient and no storm drainpipes allow the excess storm water run-off to flow outside the storm drains and so it does not make it to the pump stations. The project proposal for the majority of the parcel run off to be diverted to the project parcel perimeters' (i.e. west to the trail and river land to be used as a "retention-holding basin" along the outside toe of the river levee berms is a negative environmental impact. Run off carries many contaminants. Such run-off may go un-filtered to a retention basin and also as it flows southward along the equestrian trail contaminating all in its path. To not have a means for the bulk of the parcel run off to make to storm drains and pumps before entering the waterway or flooding onto private properties to the south is a violation of the Clean Water Act and the hazards it was established to protect us from. The run-off "retention basin" concept diverting flows to the adjacent portion of the "Dominguez Gap basin" concept is not a viable run-off solution for this project and an EIR would prompt more thorough review for possible mitigation measure for this known flooding problem within this reach of the river. Furthermore, the standing run-off water to poses many health risks and non-compliance concerns for trail users, animals and adjacent and downstream communities with documented flood risks.

Promote healthy, safe clean water – same as above.

Documents to be considered in the DEIR process that relate to the LA River should include, but not limited to:

1944 Bridle and Hiking Trail legislation

1966 Federal Trail Act

1972 Clean Water

1977 Horse Overlay zoning and EIR requirements

1996, 1998, 2006 & 2016 LA River Master Plan

1999 Operation, Maintenance, Repair, Replacement & Rehabilitation agreement between LA County Drainage Area "District" and the Army Corps of Engineers

2003 Riverlinks

Integrated Regional Water Management Plan – Greater Los Angeles Region

Municipal NPDES Storm Water Permit Requirements of the City of Long Beach

City of Long Beach Land Use Element (LUE) of the General Plan

Storm Water Best Management Practices

Thank you for your consideration.

Respectfully,

Renee Lawler

renee_matt@live.com

From: [Ashley Salazar](#)
To: [LBDS-EIR-Comments](#); [diana lejins](#)
Cc: [Juan Ovalle](#); [Council District 8](#); [Mayor](#)
Subject: Re: RiverPark
Date: Wednesday, November 11, 2020 6:48:59 PM

Hi Diana,

Thank you for including Councilmember Austin's Office in this correspondence. We understand your concerns and desire for more park space. Councilmember Austin has been a champion for park space and have added over 40 acres of park space to the district during his time in office.

However, this piece of land is private property and the property owners have decided to develop a low impact storage facility. They have been very cooperative and want to make sure that this is a good project for the community.

Although a park is great idea, the city doesn't have the adequate funding to buy and convert the space. We are entering a recession and although there may be opportunities to look at federal, state and local agencies for funding, it would be years until the process can begin. Councilmember Austin spoke with neighbors and they felt that a low impact development at Pacific Place was better than to have the space stay vacant for years. The vacant space has become a nuisance for the surrounding neighbors as there are many concerns about homelessness, trespassers, and dirt bikes.

I wanted to provide some background on the project. Thank you for sharing your concerns, and I will be relaying your message to Councilmember Austin.

Best Regards,

Ashley Salazar
Legislative Assistant
Office of Councilmember AL AUSTIN II
City of Long Beach, 8th District
ashley.salazar@longbeach.gov
411 W. Ocean Blvd. 11th Floor
Long Beach, CA 90802
(562) 570-1326 Office
(562) 570-6685 Office



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[**Save Trees! Please only print this e-mail if absolutely necessary!**](#)

From: diana lejins <dianalejins@yahoo.com>
Sent: Tuesday, November 10, 2020 10:35 PM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Cc: Juan Ovalle <jeovallec@gmail.com>; diana lejins <dianalejins@yahoo.com>; Council District 8 <District8@longbeach.gov>; Mayor <Mayor@longbeach.gov>
Subject: RiverPark

-EXTERNAL-

I am writing re the proposed development at 3701 Pacific Place, the former Golf Driving Range. What they plan on developing is a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and office space (77,000 sf with 11 Truck Loading Docks), and a carwash. This site formerly stored toxic waste and sewage that was buried and covered by a plastic membrane in the 1980s to limit neighborhood exposure to dangerous gases. They are now grading and moving this toxic soil, kicking up hazardous dust that is carried by the prevailing winds into our community.

Western Long Beach has a severe need of more parks and open space because historical development favored industry with high levels of pollution. We can stop the development of this brownfield site and work with Federal, State, and Local Agencies to create more forested parks and open space to serve as the lungs of our neighborhoods and create equity. Currently the eastern side of Long Beach has seventeen times more parks acreage and open space than the west.

Let's think about the long-term health of our neighborhood and our future generations. There will never be another opportunity for the city to acquire and develop this many acres for parkland. When city hall talks about equity, it shouldn't be just empty words.

We object to the proposed project because:

- * Loss of the last large piece of open space to development
- * Construction noise
- * Stirring up of contaminated soils
- * Storage yard and warehouse visible from the Los Cerritos Park
- * Declining property values because of industrial use
- * Not a fit with our community

Additionally:

- 1) The City has not requested a full EIR, only what is called a Mitigated Negative Declaration. You may review the document at:
<http://www.longbeach.gov/lbds/planning/environmental/reports/>
- 2) The Development has not been fully entitled, yet the developer has been allowed to grade the site flat and remove all vegetation.
- 3) The developer has been allowed to build a fifteen foot mound of dirt for the purposes of compacting the soil that is commonly done after the permit for construction has been issued

(no issue to date).

- 4) The Department of Toxic Substances Control (DTSC) has not completed its study of the site, not held a public meeting, yet grading has spread potentially contaminated dust into our neighborhood.
- 5) Traffic caused by the proposed development has not been fully analyzed nor how it will impact our air quality or traffic patterns.
- 6) Potentially contaminated storm drainage has not been adequately studied or addressed.
- 7) Property Re-Zoned from Open Space to Industrial in 2018, without adequate notice to Neighbors of Los Cerritos, Wrigley, or Bixby Knolls.

Diana Lejins, Founder
Environmental Concerns of Greater Long Beach

[Sent from Yahoo Mail on Android](#)

From: [Renee Hannan](#)
To: [LBDS-EIR-Comments](#)
Subject: 3701 Pacific Place, the former Golf Driving Range
Date: Thursday, November 12, 2020 11:18:04 AM

-EXTERNAL-

Dear Ms. Amy L. Harbin, AICP,

The Los Cerritos Neighborhood is a beautiful, leafy enclave where property values are solid (not as good as they could be though) and new young families are eager to invest. I personally know three young "LA" couples (and their babies) who have moved to the Virginia Country Club area in the past several months from the Westside of LA (Playa Vista, Santa Monica, and Venice). They specifically mentioned the natural appeal of this area. One woman said, "we loved how the trees met in the center" of Country Club Drive. We all love the huge owls that sit in our trees at night and the occasional white heron that will fly overhead. My husband, children, and I chose this neighborhood because of its beautiful natural setting and lovely homes. There was so much appeal to it that my husband has opted to commute to the Westside of LA for his job from here.

We are deeply confused and saddened about the City's proposed allowance of RV and camper storage right behind Los Cerritos Park. How ridiculous! There are countless other places in the surrounding region that would be far more fitting for that type of development and traffic. Your allowance of this would diminish the beauty and safety of our neighborhood. The citizens of this neighborhood engage in countless large and small efforts to maintain our properties, our school, and our park, and, with one swift decision of allowing an RV storage facility, all of our collective desires for a safe and lovely neighborhood are destroyed.

Please think through the impact of your decision on the many individuals who have endeavored to make this neighborhood desirable not just in Long Beach but in LA County. Please put the RV storage center in an industrial setting, not near a signature park, wetlands and a historical and prideful neighborhood.

Thank you,
Renee Hannan

From: [Ray Pechardo](#)
To: [LBDS-EIR-Comments](#)
Cc: [Council District 8](#); Senator.Gonzalez@outreach.senate.ca.gov
Subject: Stop proposed development at former Golf Driving Range!!!
Date: Thursday, November 12, 2020 8:01:29 AM

-EXTERNAL-

Dear Ms. Amy L. Harbin, AICP

I'm sending this email to OPPOSE the development that is going on at the former Golf Driving range. As a resident of Los Cerritos, we find many issues of concern in this proposed development, such as:

- Stirring up of contaminated soils
- Storage yard and warehouse visible from the Los Cerritos Park!
- Construction noise!
- Declining property values because the creation of industrial use
- It is certainly NOT a fit with our community!

It may not be a BIG DEAL to you because you don't live in this neighborhood, BUT it is a BIG DEAL to us!!!

a very concerned resident!

Ray Pechardo

From: [Susan Brunelle](#)
To: [LBDS-EIR-Comments](#)
Cc: [Mayor](#); [Council District 8](#)
Subject: 3701 Pacific Place
Date: Friday, November 13, 2020 12:26:51 PM

-EXTERNAL-

Dear Ms Harbin,

We are writing to protest the proposed development at 3701 Pacific Place. This project will be detrimental to the health and safety of the residents of Long Beach. The project is across from the Los Cerritos Elementary School and the Los Cerritos Park and Playground. The air quality and noise pollution in this area is bad enough from the nearby 405 and 710 freeways, with the 710 being full of diesel trucks going to and from the port spewing toxins into the air. This proposed project would cause more traffic in the form of RV's, trailers and trucks and further degrade the area's air quality and noise pollution.

We also question why the developer has been allowed to proceed for many weeks now with the complete grading of the site, and removal of all vegetation, along with the construction of a 15 foot dirt mound. This activity has already spewed contaminated dust over our neighborhood. All of this occurred despite no construction permit being issued.

Another concern is that this property was rezoned from Open Space to Industrial without adequate notice to the neighbors in Los Cerritos, Wrigley and Bixby Knolls. This type of rezoning gives the impression that the city is still putting development ahead of the health of residents.

This parcel at 3701 Pacific Place is a great example of land that could best be used as an urban greenspace to buffer the negative effects of the adjacent freeways. The West side of Long Beach has very little green space compared to other areas in the city, and is also well below the national average. Long Beach does not need yet another industrial development, what is needed is more greenspace for the health of our children and community.

Sincerely,

Robert and Susan Brunelle
Pauline Wicky
3826 Cedar Ave.
Long Beach

November 13, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

Although a longtime resident of District 3, I am quite attuned to the environmental and health issues impacting those who live on the Westside. Long Beach must do better to provide safe, toxic free neighborhoods for our residents.

I strongly oppose the current project at 3701 Pacific Place, Long Beach, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and a carwash across from Los Cerritos Elementary School and Park.

I am also concerned that the City has allowed the developer to neglect addressing the cumulative negative impacts for the historic equestrian trails, as well as our equestrian neighbors and animals who live south of this site. As a former horse owner as a teenager, I urge the City to respect and encourage the equestrian community. This must be a primary concern for all river-adjacent planning in the vicinity.

It is also my understanding that the developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood without a single permit from the City of Long Beach.

Sincerely,

A handwritten signature in cursive script that reads "Melinda Cotton".

Melinda Cotton
Belmont Shore Resident
PO Box 3310
Long Beach, CA 90803

From: [Melinda Cotton](#)
To: [LBDS-EIR-Comments](#); [Amy Harbin](#)
Subject: Oppose Pacific Place Project - 3701 Pacific Place, Long Beach, CA
Date: Friday, November 13, 2020 4:32:09 PM
Attachments: [Pacific Place 11-16-20 Oppose NegDec-6.docx](#)

-EXTERNAL-

Please enter my letter into the EIR Comments.

We appreciate your work on this issue.

Please keep me advised of future developments.

Thank you!

Melinda Cotton

From: [SHARON DENHAM](#)
To: [LBDS-EIR-Comments](#); district8@longbeach.gov; [Council District 7](#); [Juan Ovalle](#)
Subject: Pacific Place
Date: Friday, November 13, 2020 12:01:45 PM

-EXTERNAL-

Ms. Amy Harbin

There has been considerable work being done at the site of the former driving range. There has been no permit issued, the work is being done late at night, noise and bright lights well past the curfew on construction in the city. Has there been an EIR report done, this site is full of toxic waste, the neighborhood has been exposed to dust clouds from the clearing of the site by the heavy equipment.

What is proposed to be built on the property will have a negative impact on the areas bordering the site. There is an elementary school and a park directly across from the site. There are homes and condominiums that also are next to the area. The whole of Los Cerritos will be impacted, property values will suffer. Traffic also will change, has that been addressed?

A parkland for all to enjoy, paths to walk or jog on, areas for children to play, family picnics, bikers and birds watchers. This vast acreage of land should be used for the enjoyment of the citizens of Long Beach and not for a developer's profit.

Sincerely,

Sharon Denham
4180 Country Club Dr
562-424-0525

Sent from [Mail](#) for Windows 10

From: [Yve Hart](#)
To: [LBDS-EIR-Comments](#)
Subject: RE: Pacific Place project
Date: Friday, November 13, 2020 4:30:53 PM

-EXTERNAL-

THIS EXPOSURE WILL NOT STOP PARENTS OF LOS CERRITOS and the neighborhood!!!! Construction work on the toxic materials landfill next to the school has begun! The city has allowed developers to move dirt that is known to have arsenic and lead and covers oil sumps and sewage pools. They want to build a parking lot for RVs. They tried to build there many years ago and it had to be stopped because students were getting sick. This parcel could be put to good use as open park space but the city is letting developers take over without doing an environmental impact review! I went to the site and I can see dirt and dust being blown to the railroad tracks and beyond. When the train goes by the dust is blown up into the air again. How are we going to know if the school is being exposed to lead and other chemicals? We shouldn't have to worry about additional risks to lung health during covid. Please help insist the city do a full environmental impact report.

PARENTS AND NEIGHBORS WANT TO KNOW.

City of Long Beach, Development Services Department
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
(562) 570-6872

November 13, 2020

Dear Ms. Amy L. Harbin,

I am writing to you as resident of Bixby Knolls/California Heights, Long Beach. My family purchased a home in this wonderful neighborhood in 2019, and we have a 2 year old child. We look forward to spending many years here enjoying the parks and city amenities that Long Beach provides for its residents.

Today, I am writing to ask you to please do what you can to reconsider the proposed development at 3701 Pacific Place, the former Golf Driving Range (just south west of Crown Point, across from Los Cerritos Elementary and Park). What they plan on developing is a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and office space (77,000 sf with 11 Truck Loading Docks) and a carwash. This site was formerly a storage of toxic waste and sewage that was buried and covered by a plastic membrane in the 1980s to limit neighborhood exposure to the toxic materials and gases. In order to build this new development, they are grading and moving this toxic soil, kicking up hazardous dust that is carried by the prevailing winds into our community.

We implore the of the City of Long Beach to be more forward-thinking with last large piece of open space to development. This development will:

- * Create construction noise
- * Stir up of contaminated soils
- * Make the storage yard and warehouse visible from Los Cerritos Park
- * Contribute to declining property values because the creation of industrial use
- * Not contribute positively to our community

Western Long Beach has a severe need for more parks and open space, because of our historical development that favored industry which resulted in higher levels of pollution. With your support, we can stop the development of this brownfield site and work with Federal, State, and Local Agencies to address what will really benefit our communities; more forested parks and open space to serve as the lungs of our neighborhoods and create parity between eastern and western Long Beach. The eastern side of Long Beach has **seventeen times more acreage** dedicated to parks and open space than the west side (of Long Beach).

The alternative to illegal use of this land for motocross is not more asphalt that creates urban heat islands; this is a shortsighted approach. Let's think about the long-term health of our neighborhood and the future generations.

There will never be another opportunity for the city to acquire and develop this many acres for parkland. This is our only chance!

I ask as a parent, as a community member and as someone who wants the best for the future of Long Beach to please reconsider this proposal.

Respectfully yours,

Heather Mansell

725 E Bixby Road
Long Beach, CA 90807
714 269 2583



From: [Heather Mansell](#)
To: [LBDS-EIR-Comments](#); [Mayor](#); [Lauren Vargas](#); [Jonathan Kraus](#); [Council District 8](#); [Ashley Salazar](#); [Melody Ngaue-Tu'uholoaki](#); [Charles Brown](#)
Subject: Proposed Development at 3701 Pacific Place, Long Beach
Date: Friday, November 13, 2020 10:27:52 AM
Attachments: [Proposed Development - District 8 Long Beach.docx](#)

-EXTERNAL-

Dear Representatives,

Please review my letter concerning the proposed development at 3701 Pacific Place, Long Beach.

I would also like to know about any impact studies, or any community meetings on this development.

Thank you,
Heather Mansell

From: [Kelley Pierce](#)
To: [LBDS-EIR-Comments](#)
Subject: Attn: RE: Pacific Place project
Date: Friday, November 13, 2020 7:27:45 PM

-EXTERNAL-

To whom it may concern:

I live at 4136 Del Mar Avenue and I insist the city require a full environmental impact report before construction on the oil dump property can continue. Our air quality, property values, bird habitat, open space, traffic increases are all at stake and it is absolutely worth studying before moving forward.

Sincerely,

Kelley Pierce
kelleypierce96@outlook.com
562.760.8355

From: [Linda Scholl](#)
To: [LBDS-EIR-Comments](#)
Cc: [Council District 1](#); [Council District 2](#); [Council District 3](#); [Council District 4](#); [Council District 5](#); [Council District 6](#); [Council District 7](#); [Council District 8](#); [Council District 9](#); lscholl2011@gmail.com; patrick.odonnell@asm.ca.gov
Subject: Public comment: Oppose Pacific Place Project-3701 Pacific Place, Long Beach
Date: Friday, November 13, 2020 5:12:54 PM
Attachments: [Oppose Pacific Place Project.docx](#)

-EXTERNAL-

Dear Ms. Harbin,

Attached please find my comments as requested during the public comment period.

Thank you for your work on this issue. Please keep me advised of future developments.

Respectfully,
Linda Scholl

From: [Kirsten Snyder](#)
To: [LBDS-EIR-Comments](#)
Subject: 3701 Pacific Place, Long Beach, CA
Date: Friday, November 13, 2020 11:25:11 AM

-EXTERNAL-

Dear Ms. Harbin,

I believe that there is a need for the City of Long Beach to require a full Environmental Impact Report instead of the Mitigated Negative Declaration for the proposed project at 3701 Pacific Place. There are too many unknowns and a history dating back many decades of this property's use as storage of toxic waste and sewage.

Furthermore, the Department of Toxic Substances Control (DTSC) has not completed its study of the site, nor held a public meeting; Development has not been fully entitled or a construction permit issued—yet the developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood.

Sincerely,

Kirsten Snyder
3943 Pine Ave
Long Beach, CA 90807

From: [Mike Vaccaro](#)
To: [LBDS-EIR-Comments](#)
Subject: Please, Please, Please
Date: Friday, November 13, 2020 2:42:35 PM

-EXTERNAL-

Dear Ms. Harbin

Please acquiesce to the will of the people, and not a new source of income for the city, and re-consider your use for a RV park and Car Wash where toxic remnants of former business will pollute our neighborhoods. AND STOP THE FRACKING TOO.

Thanks for your consideration.

Mike Vaccaro

www.mikevaccaro.com

www.mikevaccaro.com/adcrecordings.html

www.iClassical-Academy.Com

562-424-4958 Phone

800-449-8975 Toll-Free

562-424-2512 Fax

Be happy with where you are at,
while you are trying to get where you want to be.

No amount of belief or insistence,
makes something a fact.

From: [Matt L](#)
To: [LBDS-EIR-Comments](#)
Subject: Pacific Place Project - letter of protest
Date: Friday, November 13, 2020 10:23:21 AM

-EXTERNAL-

Dear Amy Harbin,

My name is Matt and my family recently moved to Los Cerritos. Our home is on Country Club Dr. We moved from east side Long Beach where we had a home near El Dorado park. The only drawback to our new neighborhood is increased noise and pollution due to being closer to the freeways. After moving, we learned of the Pacific Place Project.

This is my letter of protest to that project. I understand the significant challenges with mitigation of the contaminated land and the costs for the city to purchase this land. But I think this has to be considered if we wish to see our city continue to move forward, away from industry that pollutes and towards an environment that is healthier for everyone. Continued restoration of land along the LA River would benefit all of Long Beach. A greenspace in this corner where 2 massive freeways intersect would go a long way to improving the air quality for Bixby Knolls and the surrounding area.

In speaking with neighbors, it seems like there was not adequate notice to the surrounding neighborhoods when this land was rezoned from Open Space to Industrial in 2018. And the fact that this development is a stone's throw from our Elementary School is incredibly concerning.

Once this area of land is developed, we lose it forever. We need bold action and a vision that looks forward generations, not just a few years. If there is anything I can do to have an effect on this project, please let me know. I hope you do everything within your power to put health of the community and environment first.

Sincerely,
Matt Leaver

4004 Country Club Dr
Long Beach, CA 90807
562 756 2511

From: [Bob Wherry](#)
To: [LBDS-EIR-Comments](#)
Subject: Fwd: 3701 Pacific Place proposed development
Date: Friday, November 13, 2020 4:08:45 AM
Attachments: [icon.png](#)
[icon.png](#)

-EXTERNAL-

Forwarded Conversation

Subject: 3701 Pacific Place proposed development

From: **Bob Wherry** <robertwherryjr@gmail.com>
Date: Fri, Nov 13, 2020 at 3:53 AM
To: <LBDS-EIR_Comments@longbeach.gov>

Dear Ms. Amy L. Harbin, AICP Planner

I am Writing to file my comments and objection to the proposed old driving range redevelopment plan for the property commonly known as 3701 Pacific Place, Long Beach, CA.

As you are aware this property prior to its use as a driving range was in the 1980s and previously used as a toxic waste dump and sewage facility that was never fully cleaned up by removing all toxic waste and sewage. It is essentially adjacent to Cerritos elementary school and the City Park as well as the blue line train track. I believe it is inappropriate to construct a vehicle parking lot for over 500 vehicles and an office building and truck dock on this property.

Construction of such facilities next to a school and park will result in considerable grading and foundation excavation of the toxic waste with resulting dust and spread of toxic soil over the school property, park and adjacent neighborhood homes. This raises considerable health concerns particularly when residents are confined to their homes by state governmental actions related to covid19.

I am a resident who lives only three or four blocks from this site at 541 W Mesa Way, Long Beach. My home is on the bluff northeast of the subject development and we receive considerable wind often particularly around sunset which will carry dust pollution from the construction site to my property depending on wind direction but particularly from the southwest. While I appreciate the City may be searching for more tax dollars some of which would be available from this project it is also fair to note that my annual property tax on my home is well over \$16K each year and I have nor did I ever have any children enrolled in any California school.

The proposed development property is a rare open space in this part of the City. This part of the City on the west side is very short on public open space and parks compared to the eastern part. It therefore may be appropriate to consider further the retention of this property

for a park extension when and if it can be properly detoxified or alternatively as a forested area with trees and just open space when and if the City can afford the cost . In any event it would be a serious mistake, in my opinion, to green light and permit the proposed development project.

Thank you for considering my comments and please forward them to my City Council representative who I believe depending on the election may still be Mr. Austin.

Very truly yours,
Robert A. Wherry Jr.

From: Mail Delivery Subsystem <mailer-daemon@googlemail.com>
Date: Fri, Nov 13, 2020 at 3:53 AM
To: <robertwherryjr@gmail.com>



Message blocked

Your message to **LBDS-EIR_Comments@longbeach.gov** has been blocked. See technical details below for more information.

The response from the remote server was:

550 5.4.1 Recipient address rejected: Access denied. AS(201806281)
[BL0GCC02FT009.eop-gcc02.prod.protection.outlook.com]

----- Forwarded message -----

From: Bob Wherry <robertwherryjr@gmail.com>
To: LBDS-EIR_Comments@longbeach.gov
Cc:
Bcc:
Date: Fri, 13 Nov 2020 03:53:09 -0800
Subject: 3701 Pacific Place proposed development
----- Message truncated -----

From: **Bob Wherry** <robertwherryjr@gmail.com>
Date: Fri, Nov 13, 2020 at 3:54 AM
To: <Suzieprice@long1beach.gov>

BCC

----- Forwarded message -----

From: **Bob Wherry** <robertwherryjr@gmail.com>
Date: Fri, Nov 13, 2020 at 3:53 AM
Subject: 3701 Pacific Place proposed development
To: <LBDS-EIR_Comments@longbeach.gov>

From: **Mail Delivery Subsystem** <mailer-daemon@googlemail.com>
Date: Fri, Nov 13, 2020 at 3:55 AM
To: <robertwherryjr@gmail.com>



Address not found

Your message wasn't delivered to **Suzieprice@long1beach.gov** because the domain long1beach.gov couldn't be found. Check for typos or unnecessary spaces and try again.

The response was:

DNS Error: 13340893 DNS type 'mx' lookup of long1beach.gov responded with code NXDOMAIN Domain name not found: long1beach.gov

----- Forwarded message -----

From: **Bob Wherry** <robertwherryjr@gmail.com>
To: Suzieprice@long1beach.gov
Cc:
Bcc:
Date: Fri, 13 Nov 2020 03:54:59 -0800
Subject: Fwd: 3701 Pacific Place proposed development
----- Message truncated -----

From: [Kim Worobec](#)
To: [LBDS-EIR-Comments](#)
Date: Friday, November 13, 2020 11:45:55 AM
Attachments: [image.png](#)

-EXTERNAL-

Ms. Amy L. Harbin, AICP, Planner

It is irresponsible to issue a Mitigated Negative Declaration for this parcel given its history of having oil waste and hazardous chemicals and its proximity to Los Cerritos Elementary. As a community member, I demand that the City of Long Beach require a full Environmental Impact Report (EIR). The children of Los Cerritos Elementary already are exposed to diesel fumes and other air pollutants from the 710 freeway, not to mention the port and oil refineries. We should be taking steps to reduce air pollution, not encourage the use of idling trucks and loading docks so near to their airspace and developing lungs.

Kim Worobec
1028 E. 36th Street
Long Beach, CA 90807
(310) 570-0162



From: [Amy York](#)
To: [LBDS-EIR-Comments](#)
Subject: Re: Pacific Place Proposal
Date: Friday, November 13, 2020 2:55:09 PM

-EXTERNAL-

To Whom It May Concern,

As a Long Beach resident, I would like to express my extreme concern with the development that has begun at Pacific Place, despite the fact that no environmental impact study has not been done.

I urge you to halt said development until the study can be completed.

Sincerely,

Amy York
817 E. 36th St.
Long Beach, CA 90807
323-258-3388

From: [RAE GABELICH](#)
To: [LBDS-EIR-Comments](#)
Cc: [Council District 8](#); [Council District 7](#); [Mayor](#); [Tom Modica](#); [RAE GABELICH](#)
Subject: Pacific Place Project (Former Golf Learning Center)
Date: Saturday, November 14, 2020 4:37:42 PM

-EXTERNAL-

November 14, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

I strongly oppose the current project at 3701 Pacific Place, Long Beach, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and a carwash across from Los Cerritos Elementary School and Park.

For many years this land had been known to be only suitable as an open area, due to the highly contaminated land beneath. The draft LUE noted the area as open zone, a last-minute change prior to final LUE approval in 2019 changed the zone to Industrial, without adequate notice to Neighbors of Los Cerritos, Wrigley or Bixby Knolls.

The contamination is recognized by many who have lived here for decades. Again, the change of the zoning to industrial during the LUE process was not inclusive of comments by the impacted public in this area. The act of taking away more precious open space from the west side of Long Beach was not a responsible action and only benefits the owners of this proposed storage site. It will degrade and upset the quality of life for the families in the Los Cerritos neighborhoods. It will expose those families and the students from Los Cerritos School to not only damaging air quality, but the ongoing daily exposure to diesel fuels and traffic fumes that contain PM2.5 materials. Efforts by the City of Long Beach should be made to acquire this land for future public use. The Trust for Public Lands is one entity that can help make this a reality.

Further, the Department of Toxic Substances Control (DTSC) has not completed its study of the site, nor held a public meeting; Development has not been fully entitled or a construction permit issued—yet the developer has been allowed to grade the

site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood. These are the actions of city staff that prevent the residents from believing our health and quality of life are truly considered. Don't let this train leave the station! Again!

Sincerely,

Rae Gabelich
4612 Virginia Avenue
Long Beach, CA

From: [Maria F. Hall](#)
To: [LBDS-EIR-Comments](#)
Subject: 3701 Pacific Place
Date: Saturday, November 14, 2020 1:29:49 PM

-EXTERNAL-

To whom it may concern:

This letter represents my written concern of development taking place at the former driving range located at 3701 Pacific Place. I'm a Crown Pointe resident and have two former students of Los Cerritos Elementary. We are directly across from the property. The pollution (noise and air) is of great concern of mine as a resident and property owner. I personally feel that this have proceeded with no input from local residents whom are going to directly affected. This has to cease and the community should be involved in some aspect of development of this land.

Maria Hall
Sent from my iPhone

From: [Bob Marsocci](#)
To: [LBDS-EIR-Comments](#)
Cc: [Mayor](#); [Council District 8](#); claiton.heard@mail.house.gov; fourthdistrict@bos.lacounty.gov
Subject: Pacific Place Project
Date: Saturday, November 14, 2020 3:12:55 PM

-EXTERNAL-

November 14, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

Nothing is more important than the health of the children in our community, and that is why I am writing to you about the proposed Pacific Place Project.

I strongly oppose the current project at 3701 Pacific Place, Long Beach, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and a car wash across from Los Cerritos Elementary School and Park.

For many years this land had been known to be only suitable as an open area, due to the highly contaminated land beneath. The draft LUE noted the area as open zone, a last-minute change prior to final LUE approval in 2019 changed the zone to Industrial, without adequate notice to Neighbors of Los Cerritos, Wrigley or Bixby Knolls.

Further, the Department of Toxic Substances Control (DTSC) has not completed its study of the site, nor held a public meeting; Development has not been fully entitled or a construction permit issued—yet the developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood.

Sincerely,

Bob Marsocci
4254 Chestnut Ave.
Long Beach, CA 90807

November 15, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

I strongly oppose the current project at 3701 Pacific Place, Long Beach, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and a carwash across from Los Cerritos Elementary School and Park.

I have three children who play at the park and who either attend Los Cerritos Elementary or will attend it next school year. When the earth-moving equipment is in use at the construction site, I have witnessed massive dust clouds blowing onto the park, playground, school site, and houses nearby. To my knowledge, this soil contains contaminants that were not identified by the Mitigated Negative Declaration and are now contaminating the neighborhood's children and their teachers. There is also no clear plan for who will clean the school site and playground of heavy metals and other toxins during and after construction. This is not satisfactory for me and my family.

I am also concerned about the impact of yet another industrial lot along the LA River. I frequent the Dominguez Gap Wetland Preserve where I observe birds and wildlife. The Wetland Preserve is a site of ornithological importance, as many species of bird, including some rare ones, use this as a habitat or nesting site. Since construction has begun, I have been increasingly concerned that the noise and dust are disturbing the wildlife in a part of Long Beach that is seriously lacking green spaces.

I believe that there is a need for the City of Long Beach to require a full Environmental Impact Report instead of the Mitigated Negative Declaration. There are too many unknowns and a history dating back many decades of this properties use as storage of toxic waste and sewage. Furthermore, the Department of Toxic Substances Control (DTSC) has not completed its study of the site, nor held a public meeting; Development has not been fully entitled or a construction permit issued—yet the developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood.

Sincerely,

Hawk McFadzen; 3692 N. Country Club Dr. #B

November 14, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Amy L. Harbin,

*My brothers and I are students at Los Cerritos Elementary, the school near where someone is digging and building. We also play at the park across the street from the site. Our parent has informed us that certain dangerous substances that are in the soil where they are digging are rising through the air and settling over and around our school. The soil contains **arsenic** and **lead**, which can cause brain and health damage to the people of the school. Now, we are sure that you are aware that the children of the school are going back to the actual school building as early as January, but if you continue to build, we will not be able to go back safely. We have also been told that they did not perform the correct tests on the ground to ensure that it is safe. We request that they perform a full EIR or stop working at that site.*

*Sincerely,
Johnnie Mae (11), Hank (8), and Corbin (4) McFadzen
3692 N. Country Club Dr. #B*

From: [Hawk McFadzen](#)
To: [LBDS-EIR-Comments](#)
Cc: [Council District 7](#); [Mayor](#); patrick.odonnell@asm.ca.gov; Francisco.Lopez@mail.house.gov; claiton.heard@mail.house.gov; sheila@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; assemblymember.rendon@assembly.ca.gov
Subject: Pacific Place Project Oppose Negative Declaration
Date: Saturday, November 14, 2020 9:58:43 AM
Attachments: [Hawk Oppose Neg Dec.docx](#)
[JM Oppose Negative Declaration.docx](#)

-EXTERNAL-

Good morning. Please find the attached letters from my family and I opposing the Mitigated Negative Declaration used to move forward with construction at 3701 Pacific Place.

Thank you so much

--

Hawk McFadzen, MA

they/them/theirs

From: [Laura Serna](#)
To: [LBDS-EIR-Comments](#)
Subject: Pacific Place Project
Date: Saturday, November 14, 2020 6:14:40 AM

-EXTERNAL-

Dear Ms. Harbin,

I'm writing to express my opposition to the development being planned for the parcel that was recently sold in District 8 near the LA river. This side of town has so few green spaces. Not only will this impact the overall air quality (and likely already is dust is being created that contains toxins from illegal dumping) but it will negatively impact my household because we have a member who has pulmonary issues. What is more, the site is near an elementary school and a residential area. It also promises to impact traffic patterns, which are already impacted by truck traffic heading further East and coming off the freeway.

It's absurd that East Long Beach has access to beautiful open parks and this side of town has to settle for tiny slices of green space between major through ways, freeways, and sites such as this. It's not fair and we deserve better.

I hope that the city demonstrates its concern for the quality of life of all residents and declines to approve this project.

Yours sincerely,
Laura Isabel Serna. PhD

--

562.735.7003

"Want to See"

Listen

--Francisco Alvim

From: [Devon Trunnelle](#)
To: [LBDS-EIR-Comments](#)
Cc: [Council District 8](#)
Subject: Requesting a full EIR for Pacific Place Project
Date: Saturday, November 14, 2020 1:35:07 PM

-EXTERNAL-

Dear Ms. Harbin,

I have been a resident of the Los Cerritos community since 1974. I went to Los Cerritos elementary, as did my children. I've seen the parcel of land opposite the tracks from Los Cerritos go from a no-man's land/dumping ground, to a golf driving range, and now back to a no-man's land/dumping ground/off road vehicle hot spot. We have endured a lot of noise and dust from this area - and once construction really gets underway, I can only imagine how much more. I'm scared for the children of Los Cerritos school as well as the countless families who utilize the park - and what they will be breathing in. Before the Pacific Place project begins, we need a full EIR done on the land in question here. Without this, we have no way of knowing if our neighborhood children, going to school or to the park, are being harmfully exposed to toxicities, including arsenic and lead! Would you send your children to school under these conditions? Nobody should have to "hope" their children are breathing clean, non-toxic air. An EIR must be done!

Thanks,
Devon Trunnelle

Sent from my iPhone

David Walker
220 E. Randolph Place
Long Beach CA 90807

November 13, 2020

City of Long Beach
Development Services Department
Attention: Ms. Amy Harbin
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802

LBDS-EIR-Comments@longbeach.gov

RE: Pacific Place Project

The purpose of my letter is that the Pacific Place Project should undergo a full Environmental Impact report for two main reasons.

1. Lack of open space for residents on the west side as compared to other areas of Long Beach. There is definite inequality issues with the west side having less acres of parkland than other areas of the city. I am requesting that the LAND USE fulfill the vision of the LA River Master plan to have open space with lots of trees to negate the increase in air pollution, all down the LA River.
2. Air pollution. I live on the west side of Long Beach near the 710 corridor which the City of Long Beach, through the Port of Long Beach has identified as an area with greater amounts of air pollution. **The City of Long Beach cannot contradict itself with the need for finding clean air solutions from the Port and 710 freeway** and then possibly decide that the greatest open space along this freeway should have increased traffic emissions.

If you are unfamiliar with the air pollution levels you can learn more at:

<https://www.kcet.org/shows/neighborhood-data-for-social-change/community-health-in-the-i-710-corridor>

<https://usc.data.socrata.com/stories/s/Community-Health-in-the-I-710-Corridor/xygk-aaaq>

These reports state:

Annual averages provided by Caltrans in 2017 show that more than 20,000 trucks pass through sections of this freeway in a single day, which is more than twice the Los

Angeles freeway average. What's more, LA Metro predicts this traffic will more than double by 2035. Consequently, this region alone accounts for 20% of all particulate emissions in Southern California, which explains why some locals have taken to calling it a "diesel death zone."

According to 2017 data from the CalEnviroScreen 3.0, neighborhoods in the I-710 Corridor average 36% more particulate matter concentrations than the LA County average. Even at moderate levels, particulate matter harms the short- and long-term health of people sensitive to it—typically young children, senior citizens, and people with respiratory illnesses. [Studies](#) find that those living in high emission zones are much more likely to develop asthma, heart disease, and lung cancer, and women are more likely to give birth prematurely.

Please require a full EIR, not in a Mitigated Negative Declaration, as this project will impact air quality, greater vehicle noise and emissions, and has the opportunity to address the lack of green space.

Thank you for your consideration,

David Walker

From: [David Walker](#)
To: [LBDS-EIR-Comments](#)
Subject: Pacific Place Project
Date: Saturday, November 14, 2020 4:33:50 PM
Attachments: [Pacific Project.doc](#)

-EXTERNAL-

David Walker
220 E. Randolph Place
Long Beach CA 90807

November 13, 2020

City of Long Beach
Development Services Department
Attention: Ms. Amy Harbin
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802

LBDS-EIR-Comments@longbeach.gov

RE: Pacific Place Project

The purpose of my letter is that the Pacific Place Project should undergo a full Environmental Impact report for two main reasons.

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<https://www.kcet.org/shows/neighborhood-data-for-social-change/community-health-in-the-i-710-corridor>

<https://usc.data.socrata.com/stories/s/Community-Health-in-the-I-710-Corridor/xygk-aaaq>

These reports state:

Annual averages provided by Caltrans in 2017 show that more than 20,000 trucks

pass through sections of this freeway in a single day, which is more than twice the Los Angeles freeway average. What's more, LA Metro predicts this traffic will more than double by 2035. Consequently, this region alone accounts for 20% of all particulate emissions in Southern California, which explains why some locals have taken to calling it a "diesel death zone."

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Please require a full EIR, not in a Mitigated Negative Declaration, as this project will impact air quality, greater vehicle noise and emissions, and has the opportunity to address the lack of green space.

Thank you for your consideration,

David Walker

From: [Kimberly Walters](#)
To: [LBDS-EIR-Comments](#)
Cc: [Mayor](#); [Council District 8](#); [Council District 1](#); [Council District 2](#); [Council District 3](#); [Council District 5](#); [Council District 4](#); [Council District 6](#); [Council District 7](#); [Council District 9](#); patrick.odonnell@asm.ca.gov; Francisco.Lopez@mail.house.gov; claiton.heard@mail.house.gov; sheila@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; assemblymember.rendon@assembly.ca.gov; dpulitzer@hotmail.com; [Devin McGovern](#); Beth8478@aol.com; [Serena Steers](#); [Kirsten Snyder](#); bhc@polb.com; webmaster@polb.com; [krishna chaitanya](#); [Amy Valenzua](#); [jeovalle](#); [Doug Carstens](#)
Subject: 3701 Pacific Place Project
Date: Saturday, November 14, 2020 1:00:55 PM

-EXTERNAL-

To My Elected Officials and Community Leaders:

My family and I live a few houses away from the construction site at 3701 Pacific Place in the Los Cerritos neighborhood of Long Beach, CA.

This site has long been slated for natural rejuvenation as part of the River Links plan as indicated

here: <http://www.longbeach.gov/globalassets/park/media-library/documents/business-operations/about/in-development/riverlink-report/>

As a close neighbor of this site, I strongly object to this not being developed into the natural green space that was long promised. My family and I moved to this area from Belmont Heights and when we were trying to decide on this purchase, we considered what might be developed on that empty parcel, which we can see from our windows and front porch. I called the city and was told that it would eventually become green space. With that assurance, we went ahead and purchased our house here. Now we are being told that it will instead become down-market industrial space for self-storage and RV parking. It feels like a complete betrayal of trust.

I am also dismayed that the Mitigated Negative Declaration for this site does not indicate the need for a full Environmental Impact Report. This site has extremely toxic waste underground, yet no core sample has been taken to determine what exactly is there or where exactly. The city has simply taken the word of the site owner without investigating fully. Given the history of the property, this is not sufficient. We need a complete investigation.

The proposed construction at this site would create a heat trap that would increase the formation of smog in combination with the pollution coming off the 405 and the 710. Los Cerritos is a neighborhood with many children, and the site is very near to Los Cerritos Elementary School. We need to reduce smog in our area, not increase it. We do not want acres of more

asphalt and concrete. We want a green buffer zone between our community and the freeways.

Our part of Long Beach has far less access to open green space than the eastside Long Beach. This is one of the few remaining large parcels of land, and if the city allows it to be industrialized instead of greened, then our community will have lost this key opportunity. We need far more green space for our health and for our quality of life.

I also want to know how building an industrial park on this parcel will affect my home value. I know that proximity to green space increases home values. I highly doubt that proximity to self-storage space adds value.

In short, I am asking that you 1) require a full Environmental Impact Report (EIR) at 3701 Pacific Place and that 2) the residents of west Long Beach get the green space on this property that we have long been promised and have been waiting for.

Respectfully,

Kimberly Walters

--

Kimberly Walters
Assistant Professor
International Studies
California State University, Long Beach

From: kirsten.d@verizon.net
To: [LBDS-EIR-Comments](#)
Subject: Proposed Development at 3701 Pacific Place
Date: Sunday, November 15, 2020 4:34:17 PM

-EXTERNAL-

Ms. Amy L. Harbin, AICP:

As a lifelong resident of Long Beach, and former resident of Los Cerritos/Bixby Knolls community, I am distressed to hear of a potential commercial build at the location of the former Golf Driving range. The golf range was not something I supported either. As a child we were able to use the area along the riverbed as an equestrian trail - from the stables in Wrigley to the stables by Shady Acres. It was being out of the city when you were still IN the city. The west side of Long Beach is in dire need of more park and open space - please review how this property became zoned from open space to commercial - have an open forum for the neighborhood and city to have a voice. We do NOT need more commercial property - we need open spaces. Thank you.

Kirsten Pekarul Dominguez

From: [Leslie Garretson](#)
To: [LBDS-EIR-Comments](#); [jan wilcox](#)
Subject: Re: Concerned Citizen - Regarding Unhealthy Construction and Planned Land Usage
Date: Sunday, November 15, 2020 12:54:40 PM

-EXTERNAL-

THANK YOU!!!

Leslie Ann Garretson

"So often in life, things that you regard as an impediment turn out to be great, good fortune". Ruth Bader Ginsburg

On Sunday, November 15, 2020, 10:10:16 AM PST, jan wilcox <janwilcox1@me.com> wrote:

City of Long Beach
Development Services Department
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802

Attention: Ms. Amy L. Harbin, AICP
Planner

Re: Appeal to cease operations on the property located at
3701 N. Pacific Place
Long Beach, CA 90806
aka The former Golf Driving Range

Dear Ms. Harbin and the entire Planning Department and City of Long Beach Government,

As a native of Long Beach and over 50 year resident in the Los Cerritos section of the City, I would like to protest the project that is currently underway at the above property. As you know, that site was formerly a storage of toxic waste and sewage that was buried and covered by a plastic membrane in the 1980s to limit neighborhood exposure to the toxic materials and gases. There has been constant activity on the site for some time now, grading and moving that toxic soil, kicking up hazardous dust that

is being carried by the prevailing winds into our community.

Rather than create more hazardous air quality, the City of Long Beach should be thinking about the long-term health of our neighborhoods and enriching our environment immediately and for future generations.

I would appeal to you to cease and desist any operations on that project immediately and allow for the Federal, State and Local Agencies to address what will really benefit our communities, as in more forested parks and open space to serve as the lungs of our neighborhoods and create parity between eastern and western Long Beach. For example, the eastern side of Long Beach has seventeen times more parks and open space than our western side.

Numerous concerns have prompted me to write to you about that property.

- Loss of the last large piece of open space to development
- Construction noise
- Stirring up of contaminated soils
- Storage yard and warehouse visible from the Los Cerritos Park
- Declining property values because the creation of industrial use
- Not a fit with our community
- Serious loss of property value

I've also learned that (text is mixed in with questions too):

- the City has not requested a full EIR, only what is called a Mitigated Negative Declaration.
- It is very disturbing that the Development has not been fully entitled . . .
- Yet the developer has been allowed to grade the site flat and remove all vegetation.
- Furthermore, the developer has been allowed to build a fifteen foot mound of dirt for the

purposes of compacting the soil called surcharging (test?)

- Which is commonly done after the permit for construction has been issued.
- However, it does not appear that a construction permit has been issued to date.
- The Department of Toxic Substances Control (DTSC) has not completed its study of the site -
- Not held a public meeting (well now there is one on December 2).
- So why has that grading been allowed and spreading potentially contaminated dust into our neighborhood?
- Traffic caused by the proposed development has not been fully analyzed, nor how it will impact our air quality or traffic patterns.
- Potentially contaminated storm drainage has not been adequately studied or addressed.
- Property Re-Zoned from Open Space to Industrial in 2018, without adequate notice to Neighbors of Los Cerritos, Wrigley or Bixby Knolls.

Again, I appeal to you to do the right thing for the health and welfare of your citizens.

Sincerely,
Jan Wilcox
3751 Chestnut Avenue
Long Beach CA 90807
562 528 6260
janwilcox1@me.com

From: [Kate martinez](#)
To: [LBDS-EIR-Comments](#)
Cc: [Mayor](#); [Council District 1](#); [Council District 2](#); [Council District 3](#); [Council District 4](#); [Council District 5](#); [Dee Andrews](#); [Council District 7](#); [Council District 8](#); [Council District 9](#); [patrick.odonnell@asm.ca.gov](#); [Francisco.Lopez@mail.house.gov](#); [claiton.heard@mail.house.gov](#); [sheila@bos.lacounty.gov](#); [FourthDistrict@bos.lacounty.gov](#); [assemblymember.rendon@assembly.ca.gov](#)
Subject: Pacific Place Project - 3701 Pacific Place, Long Beach, CA
Date: Sunday, November 15, 2020 8:54:20 PM

-EXTERNAL-

November 15, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

I strongly oppose the current project at 3701 Pacific Place, Long Beach, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and a carwash across from Los Cerritos Elementary School and Park.

For many years this land had been known to be only suitable as an open area, due to the highly contaminated land beneath. The draft LUE noted the area as open zone, a last-minute change prior to final LUE approval in 2019 changed the zone to Industrial, without adequate notice to Neighbors of Los Cerritos, Wrigley or Bixby Knolls.

Further, the Department of Toxic Substances Control (DTSC) has not completed its study of the site, nor held a public meeting; Development has not been fully entitled or a construction permit issued—yet the developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood.

As we are all aware, lead dust can cause irreversible developmental and numerous health threats particularly to young children. This site is right across from a park built for small children and an elementary school.

Sincerely,

--

Kate Martinez

310.889.8709

larueka@gmail.com

From: archcmanus@aol.com
To: [LBDS-EIR-Comments](#)
Cc: [Mayor](#); [Council District 1](#); [Council District 2](#); [Council District 3](#); [Council District 4](#); [Council District 5](#); [Dee Andrews](#); [Council District 7](#); [Council District 8](#); [Council District 9](#); patrick.odonnell@asm.ca.gov; Francisco.Lopez@mail.house.gov; clayton.heard@mail.house.gov; sheila@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; assemblymember.rendon@assembly.ca.gov
Subject: PACIFIC PLACE PROJECT
Date: Sunday, November 15, 2020 5:36:43 PM

-EXTERNAL-

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

I strongly oppose the current project at 3701 Pacific Place, Long Beach, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and a carwash across from Los Cerritos Elementary School and Park.

For many years this land had been known to be only suitable as an open area, due to the highly contaminated land beneath. The draft LUE noted the area as open zone, a last-minute change prior to final LUE approval in 2019 changed the zone to Industrial, without adequate notice to Neighbors of Los Cerritos, Wrigley or Bixby Knolls.

Further, the Department of Toxic Substances Control (DTSC) has not completed its study of the site, nor held a public meeting; Development has not been fully entitled or a construction permit issued—yet the developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood.

Sincerely,

Natalie Meza
1024 E. 46th St.
Long Beach, CA 90807

From: [Stephen Russo](#)
To: [LBDS-EIR-Comments](#)
Subject: 3701 Pacific Place
Date: Sunday, November 15, 2020 9:01:27 AM

-EXTERNAL-

Please stop all development on this land until a full and proper environmental assessment can be done. Remediation has to be done. As you know, this was a toxic waste dump site. You are putting your neighborhoods at risk. You are setting yourselves up for lawsuits that taxpayers like me will have to pay. I live in the affected neighborhood in Los Cerritos.

Regards,

Stephen Russo
4177 Del Mar Avenue
Long Beach, CA 90807

Sent from my iPhone

From: [Lorna Savella](#)
To: [LBDS-EIR-Comments](#)
Subject: Re: Pacific Place Project, 3701 Pacific Place, Long Beach CA
Date: Sunday, November 15, 2020 6:25:57 PM

-EXTERNAL-

This letter is to oppose the development of the storage site that is proposed to build at 3701 Pacific Place, Long Beach. I don't live in the immediate area where the site is however, I do live south from there.

In Central Wrigley we have been looked over too many times in regards to any type of improvements including parks! I am saddened that this neglect is not just about property owners and their devalued property, but about children! This is the only open area for miles around. Wouldn't it be better to serve the children, not just now but for the future as well. Isn't it time to make a difference how we utilize our open spaces for the future of children and families. If we do nothing now where do you think parks in this area will be? Is there really any other immediate area around for a future urban park? Look at the maps!

Please make a difference on our city by putting in a urban park that will be for future generations. Do the right thing so we all benefit in the long run!

Sincerely,

Lorna Savella
2328 San Francisco Ave
Long Beach CA 90806

From: [Ashley Baker Scotto](#)
To: [LBDS-EIR-Comments](#)
Cc: [Council District 8](#)
Subject: LETTER OF PROTEST: 3701 Pacific Place
Date: Sunday, November 15, 2020 11:07:19 PM

-EXTERNAL-

Ms. Harbin,

I've copied the offices of our Council Member Al Austin on this email to protest the development at 3701 Pacific Place.

I'm writing you as a resident of Long Beach's Los Cerritos neighborhood, across the train tracks from the proposed development at 3701 Pacific Place. There are several concerns myself and many neighbors have regarding the future of this space:

1. Zoning Change From *Open Space* to *Commercial* in 2018: We did not receive notice as a neighbor directly affected by this change, nor did any neighbors we've spoken to. Can you tell me what neighborhoods were notified of this change and when the AUP hearing for change of zoning was held? I'd like to look into whether proper procedure was followed for this zoning change, as it seems the neighbors were unaware of this happening and would have attended the hearing had they known. Were all surrounding neighborhoods invited to this AUP hearing and where did the land owners advertise of said hearing?

2. Department of Toxic Substances Control: what was the outcome of the DTSC on the contaminated land *before* the grading began moving land around in the space to create the current surcharging test? Was there a hearing for neighbors to attend before said grading was initiated? We've received documentation that the soil is contaminated but no updates on current testing of the soil nor any chance to speak against the movement of the soil for this test. Has DTSC ruled out spread of contamination by disturbing the earth in this area?

3. Quiet, Residential Area Away from Commercial Structures and Traffic: We bought in this neighborhood and did everything we could to afford to do so, namely because of the quiet surroundings, the quiet Los Cerritos Elementary School and adjoining Los Cerritos Park. We sought out a Long Beach neighborhood away from commercial eye sores, large business buildings and the commercial traffic that accompanies them. We would not have bought in this neighborhood had there been a visible commercial building from our quiet park and school, and directly behind our house as we share a property line with the elementary school. Had we known of this zoning change we would have assembled the entire community to fight it. Not only does this create noise for the school, park, and neighbors, those of us who have houses backing up to the alleyway pointing directly to the site, get a full dose of whatever noise comes from this site. We know this because of the dirt bikes that rode there over the summer; the sound carries significantly straight up that paved alley way with only the large paved playground of the school to bounce off of.

4. EIR Report: In reading through the development's progress and documents on the Long Beach City's planning site, I don't see that a full Environmental Impact Report has been performed? Is there a date set for this to occur?

5. Declining Property Values: A large storage facility with 500+parking spaces, car wash, proposed 10-bay loading dock for commercial trucks and additional office buildings with all traffic included to do business is a MASSIVE increase in noise and traffic for our quiet neighborhood! There is a large concern for our property values living here, considering the appeal of this neighborhood is its seclusion and quiet surroundings.

6. Surcharge Test *before* Construction Permit?: My parents are architects who design and construct automotive dealerships all over Southern California. My understanding with Los Angeles County, and Long Beach specifically, is that surcharge tests typically only happen after a construction permit has been issued. I see that a construction permit has not been issued yet for 3701 Pacific Place. If it has been issued can you direct me to said permit?

Ashley Baker Scotto | Producer

mobile: 949.584.3886

direct: 949.443.9164

email: ashleybscotto@gmail.com

From: [Alex Tomko](#)
To: [LBDS-EIR-Comments](#)
Cc: [Jason Goussak](#); [Kallie Zimmerman](#)
Subject: Comments for 3701 Pacific Place
Date: Sunday, November 15, 2020 11:58:14 AM

-EXTERNAL-

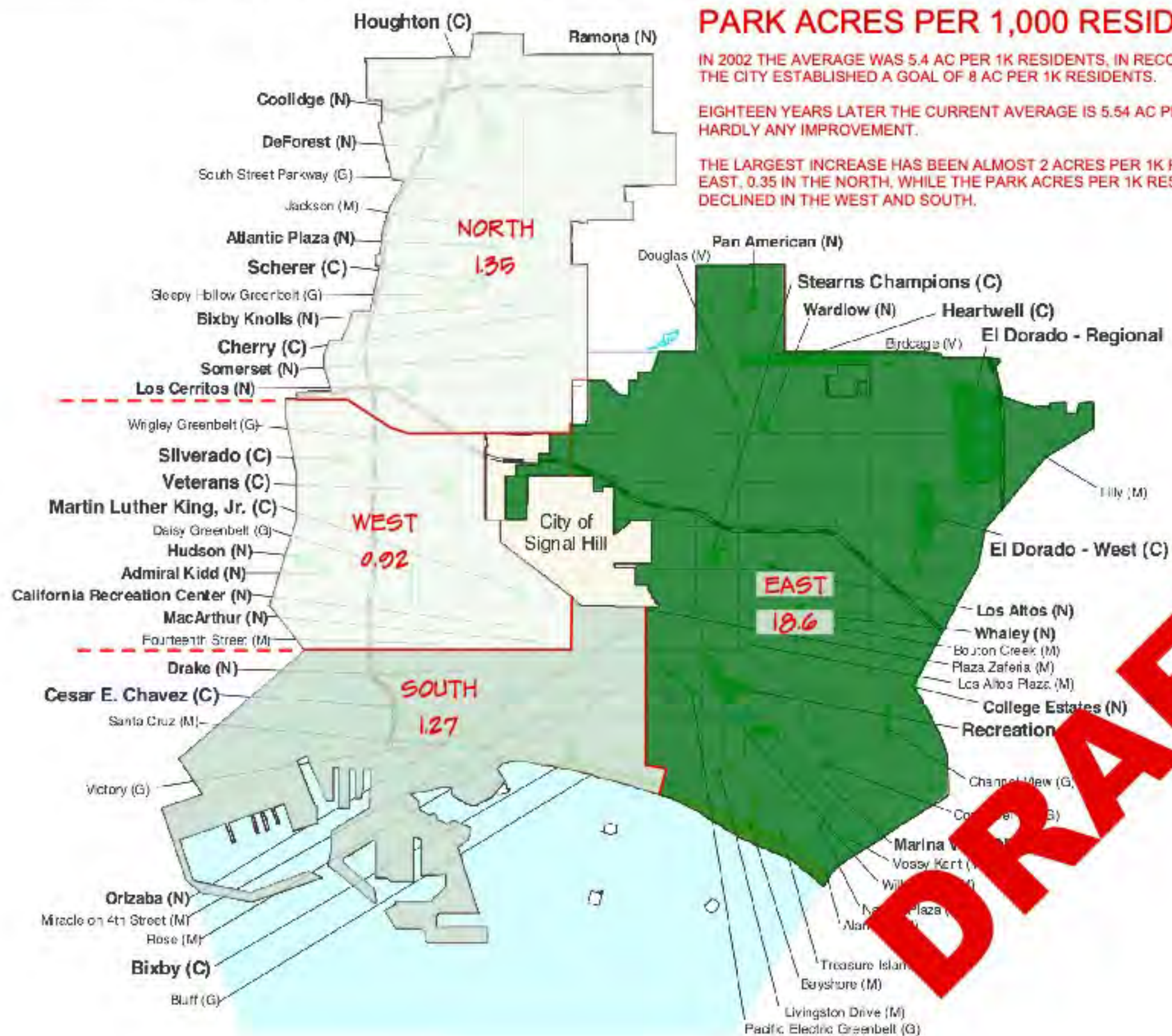
Dear Ms. Amy L. Harbin,

We are residents living in the Wrigley Neighborhood near the site at 3701 Pacific Place. It's come to our attention that potentially hazardous dust is being sent into our community due to dirt being moved at the site. As this affects the health and safety of our whole community, we ask that the people responsible for moving the contaminated soil at the site be forced to halt all work until a full EIR has been completed.

Sincerely,

Alex Tomko, Jason Goussak, and Kallan Zimmerman
Residents of 3165 Oregon Ave

LONG BEACH DEPARTMENT OF PARKS, RECREATION, AND MARINE



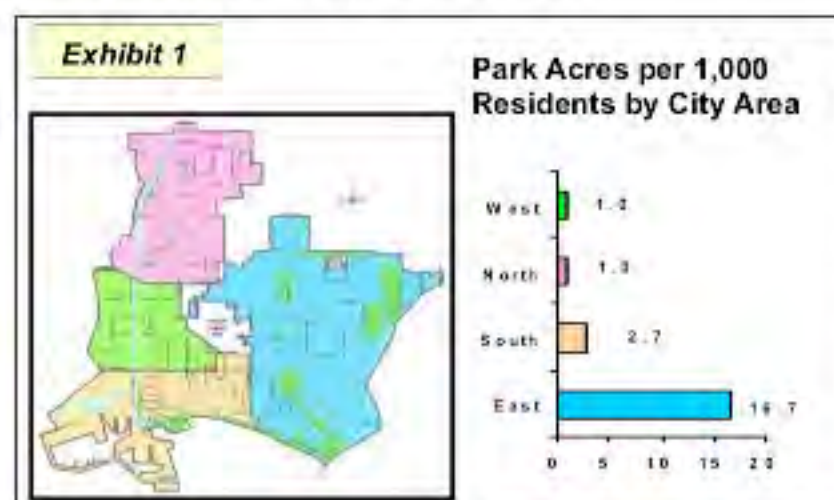
Source: Long Beach Department of Parks, Recreation, and Marine 2001 Maps of Parks, Facilities, and Service Areas
(C) = Community Park, (N) = Neighborhood Park, (M) = Mini Park, (G) = Greenway

UPDATED 2020-11-10 PER CURRENT DATA AVAILABLE AT THE LBDPRM WEBSITE

FROM 2003 STRATEGIC PLAN

OPEN SPACE NEEDS

The City has a great need for additional parkland, especially along the western edge of the City, where the Los Angeles River is located. The City's Open Space and Recreation Element approved in October 2002 established a goal of having an average of eight (8.0) acres of recreational open space per 1,000 residents. Currently, the city has a citywide average of 5.4 acres.



However, as shown in *Exhibit 1*, there is tremendous disparity in the distribution of open space across the City. The eastern quadrant of the City has 16.7 acres of open space per 1,000 residents, whereas the northern and western quadrants have a mere 1.0 acre per 1,000 residents. The southern section is not much better with just 2.7

From: [Gabrielle Weeks](#)
To: [LBDS-EIR-Comments](#)
Cc: [Council District 7](#); [Council District 8](#); [Celina Luna](#); [Juan Ovalle Castillo](#); [Council District 6](#); [Council District 1](#); [Council District 2](#)
Subject: Pacific Place Project EIR comments
Date: Sunday, November 15, 2020 5:01:57 PM

-EXTERNAL-

Ms. Amy L. Harbin,

On behalf of the Long Beach Area Sierra Club, below are our comments regarding the CEQA documentation for this proposed project.

I strongly oppose the City accepting a Negative Declaration rather than an EIR for the project at 3701 Pacific Place, Long Beach, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and a carwash across from Los Cerritos Elementary School and Park. It is completely unrealistic that this proposal will have no environmental impact.

The lead agency should require the project evaluate potentially significant impacts due to the decades of contamination well-documented by neighbors on this property, as well as the significant impacts caused by eliminating recreational open space in an area that is already deprived of sufficient open space for outdoor activities. See attached map of the parks, and how few are in west or central Long Beach as compared to the rest of the city..

Currently the community uses this parcel for passive recreation, including biking, jogging and yoga. Therefore a negative declaration is insufficient, and the project should be required to complete a full EIR.

I am also concerned that the City has allowed the developer to neglect addressing the cumulative negative impacts to the historic equestrian trails in the area, as well as our equestrian neighbors and animals who live south of this site.

Long Beach must do better to provide safe, toxic free neighborhoods for the communities in the west side of town.

Gabrielle Weeks

From: [jan wilcox](#)
To: [LBDS-EIR-Comments](#)
Subject: Concerned Citizen - Regarding Unhealthy Construction and Planned Land Usage
Date: Sunday, November 15, 2020 10:10:19 AM

-EXTERNAL-

City of Long Beach
Development Services Department
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802

Attention: Ms. Amy L. Harbin, AICP
Planner

Re: Appeal to cease operations on the property located at
3701 N. Pacific Place
Long Beach, CA 90806
aka The former Golf Driving Range

Dear Ms. Harbin and the entire Planning Department and City of Long Beach
Government,

As a native of Long Beach and over 50 year resident in the Los Cerritos section of the City, I would like to protest the project that is currently underway at the above property. As you know, that site was formerly a storage of toxic waste and sewage that was buried and covered by a plastic membrane in the 1980s to limit neighborhood exposure to the toxic materials and gases. There has been constant activity on the site for some time now, grading and moving that toxic soil, kicking up hazardous dust that is being carried by the prevailing winds into our community.

Rather than create more hazardous air quality, the City of Long Beach should be thinking about the long-term health of our neighborhoods and enriching our environment immediately and for future generations.

I would appeal to you to cease and desist any operations on that project immediately and allow for the Federal, State and Local Agencies to address what will really benefit our communities, as in more forested parks and open space to serve as the lungs of our neighborhoods and create parity between eastern and western Long Beach. For example, the eastern side of Long

Beach has seventeen times more parks and open space than our western side.

Numerous concerns have prompted me to write to you about that property.

- Loss of the last large piece of open space to development
- Construction noise
- Stirring up of contaminated soils
- Storage yard and warehouse visible from the Los Cerritos Park
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- Not a fit with our community
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I've also learned that (text is mixed in with questions too):

- the City has not requested a full EIR, only what is called a Mitigated Negative Declaration.
- It is very disturbing that the Development has not been fully entitled . . .
- Yet the developer has been allowed to grade the site flat and remove all vegetation.
- Furthermore, the developer has been allowed to build a fifteen foot mound of dirt for the

purposes of compacting the soil called surcharging (test?)

- Which is commonly done after the permit for construction has been issued.
- However, it does not appear that a construction permit has been issued to date.
- The Department of Toxic Substances Control (DTSC) has not completed its study of the site -
- Not held a public meeting (well now there is one on December 2).
- So why has that grading been allowed and spreading potentially contaminated dust into our neighborhood?
- Traffic caused by the proposed development has not been fully analyzed, nor how it will impact our air quality or traffic patterns.
- Potentially contaminated storm drainage has not been adequately studied or addressed.
- Property Re-Zoned from Open Space to Industrial in 2018, without adequate notice to Neighbors of Los Cerritos, Wrigley or Bixby Knolls.

Again, I appeal to you to do the right thing for the health and welfare of your citizens.

Sincerely,
Jan Wilcox
3751 Chestnut Avenue
Long Beach CA 90807
562 528 6260
janwilcox1@me.com

From: [jan.wilcox](#)
To: [LBDS-EIR-Comments](#)
Subject: 3701 Pacific Place Long Beach - Appeal to cease operations on property development
Date: Sunday, November 15, 2020 8:09:49 PM

-EXTERNAL-

City of Long Beach
Development Services Department
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802

Attention: Ms. Amy L. Harbin, AICP
Planner

Re: Appeal to cease operations on the property located at
3701 N. Pacific Place
Long Beach, CA 90806
aka The former Golf Driving Range

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adequate notice to Neighbors of Los Cerritos, Wrigley or Bixby Knolls.

Again, I appeal to you to do the right thing for the health and welfare of your citizens.

Sincerely,
Jan Wilcox
3751 Chestnut Avenue
Long Beach CA 90807
562 528 6260
janwilcox1@me.com

From: [Carol Bartels](#)
To: [LBDS-EIR-Comments](#)
Subject: proposed development at 3701 Pacific Place
Date: Monday, November 16, 2020 1:07:31 PM

-EXTERNAL-

Dear Ms. Harbin

I understand that there are new plans to use the land at 3701 Pacific Place for a storage site and office space. I am very concerned with these plans and would like to request a more formal review.

My first objection is that a full Environmental Impact Review has not been requested. I do not want to risk having contaminated soil stirred up and possibly posing a health threat to the neighborhood.

Furthermore, I do not like the idea of this space being used for commercial purposes when there is not enough park space available on the west side of the city. My understanding is that the area was re-zoned for commercial use without adequate notice to those of us living nearby. I do not want the added traffic, noise, etc. that a commercial space would bring when we are already dealing with freeway noise and airport noise. I believe that it is in the best interest of the neighbors and of the city in general to convert this area to a park and have an open space we can all enjoy.

Thank you for your consideration in this matter.

Sincerely,
Carol Bartels
3911 Cerritos Avenue
Long Beach, CA 90807

--

Carol Bartels, MFT
pronouns: She, her, hers

CONFIDENTIALITY NOTICE: This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to which they are addressed. If you are not the intended recipient, you may not review, copy or distribute this message. If you have received this email in error, please notify the sender immediately and delete the original message.

Pacific Place Mitigated Negative Declaration

The proposed Pacific Place Project (hereinafter referred to as the "Project"), is comprised of a three-story 152,745-square foot (sf) self-storage building with approximately 1,132 self-storage units, a 2,153 sf car wash, a recreational vehicle (RV) parking facility with 578 parking spaces, and a 5,000 sf office space on 4-parcels totaling approximately 14-acres (i.e., Artesia parcels) with anticipated industrial uses including a single-story building with up to 77,000 square-feet of building area consisting of 73,500 square-feet warehouse space and 3,500 square-feet of office space, and a proposed vacated roadway easement adjacent to the self-storage, car wash, and RV parking facility on four parcels totaling approximately 5.5 acres (i.e., McDonald Trust parcels) in the City of Long Beach, Los Angeles County, California. The Project area totals approximately 19.41 acres.

I am making the following comments on this MND on behalf of Citizens About Responsible Planning/CARP and the Riverpark Coalition.

This project deserves an Environmental Impact Report, not a Negative Declaration. CEQA rules state:

*If the lead agency is presented with a fair argument that shows substantial evidence of the project having a significant environmental impact after mitigation measures are exhausted, the lead agency is required to prepare an Environmental Impact Report.^[43] Thus, in essence, an **ND/MND may only be used to satisfy CEQA requirements for projects with no significant unmitigated adverse environmental impacts (ND) or for which all potentially significant adverse impacts have been "avoided, reduced or minimized" to below the threshold of significance (MND). If significant impacts remain, an EIR must be prepared and a Statement of Overriding Considerations are necessary.***

We maintain that there are many unstudied environment issues and significant impacts which require a full EIR.

1.2 SUMMARY OF FINDINGS

Based on the environmental checklist form prepared for the Project (Section 4.0) and supporting environmental analysis (Section 5.0), the Project would have **no impact or less than significant impacts** in the following environmental areas: **aesthetics**, agriculture and forest resources, **air quality**, **greenhouse gases**, **hydrology and water quality**, **land use and planning**, mineral resources, **noise**, population and housing, public services, **recreation**, **transportation/traffic**, **utilities and services systems**, and wildfire. The Project has the **potential to have significant impacts** on the following topics unless the recommended mitigation measures described herein are incorporated into the Project: **air quality**, **biological resources**, **cultural resources**, **geology and soils**, **hazards**

and hazardous materials, and tribal cultural resources. We believe that every issue in bold type should be studied in an EIR.

Please explain why Air Quality is on the No Impact checklist, but is discussed at length as a Significant Impact and contains a Mitigation Program, AIR-1. This appears to be an inconsistency and another reason to do an EIR.

In addition, the AIR-1 Mitigation states:

For the Artesia parcels, prior to the issuance of each grading permit, the City or its designee shall provide construction plans and specifications demonstrating that, onsite equipment used for construction of the Project shall be required to meet a minimum of Tier 3 or equivalent off-road engine emissions standards. Tier 4 compliant engines can also be used, which would further reduce emissions, but are not required.

In October, 2020, the DTSC began Surcharging and soil testing project on the site which requires grading and moving of dirt. Were they required to obtain permits using this Mitigation? Please explain how their work could have started before this MNG was certified or even commented on.

We urge an EIR to adequately address the other issues that were deemed of no environmental impact, including **aesthetics, greenhouse gases, hydrology and water quality, land use and planning, noise, transportation/traffic and recreation.** Other members of CARP and the Riverpark Coalition will be commenting on many of these issues. I will further address Biological and Recreation.

XVI. RECREATION IMPACT ANALYSIS Would the Project:

1. a) *Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
and
b) *Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*
No Impact.

Artesia Parcels and McDonald Trust Parcels

Long Beach Parks, Recreation, and Marine operates and maintains 170 parks in Long Beach and provides recreation services. No existing parks are within one mile by road from the Project site due to the configurations of roadways near the Project site. Los Cerritos Park at 3750 Del Mar Avenue in Long Beach, east of the Metro A Line tracks from the Project site, is 1.2 miles by road from the site; and Baker Street Park, at 643 Baker Street in Long Beach and south of the I-405, is 1.1 miles by road from the site. Demand for parks are generated by the populations in the parks' service areas. The Project does not propose development of housing and would not add population to the Project site. Thus, Project development would not generate demand for parks. No impact would occur, and no mitigation is required.

Although this portion of the Oil Operators property does not propose housing, there is a proposed housing development of 225 small-lot homes south of Wardlow which will generate more demand for parks. Long Beach, and especially West Long Beach, has yet to reach the goal of 10 acres of recreation space for each 1,000 of the population.

This site contained a Golf Driving Range and Learning Center for over 20 years, closing in 2017, so the purposed development means a loss of recreation and open space.

The LA River Masterplan of 1998 shows this area as recreational open space.

The most recent Lower LA River Plan envisions this as a public park:

“The Wrigley Heights River Park site consists of about 58 acres of land on the east side of the river, split by the 405 freeway. The land includes an old driving range and oil property. Recommendations for this site include wetlands and a wooded riparian area to its north, with a neighborhood park, wetlands and pathways for bicyclists and walkers to its south.”

Recreation is a certainly a significant impact which must have more study.

Another area of great concern is **Biological Impacts**.

Project development would impact one special status plant species identified onsite — southern tarplant. Project development also has the potential to impact the special status plant species determined to have low potential to occur onsite: Horn's milk-vetch, Coulter's saltbush, Parish's brittlescale, lucky morning-

glory, decumbent goldenbush, Coulter's goldfields, prostrate vernal pool navarretia, coast woolly-heads, estuary seablite, and San Bernardino aster.

Project development could impact all the special-status animal species listed above: crotch bumblebee; western tidal-flat tiger beetle; sandy beach tiger beetle; western beach tiger beetle; coast horned lizard; California brown pelican; silver-haired bat; and big free-tailed bat.

Vegetation onsite has the potential to be used for nesting by birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Section 3503, resulting in a potentially significant impact.

Numerous ornamental trees, including Mexican fan palm, queen palm, Canary Island palm, gum tree/Eucalyptus, pine tree were found on the site, along with ornamental vegetation. It is stated in the MND that these trees are nesting and roosting sites for many birds and possibly bats. (Not mentioned is the fact that Monarch Butterflies often use Eucalyptus in winter.) It has been reported by near-by neighbors that many, if not all, of these trees were cut down for the DTSC earth moving. Was there any bat surveys done previous to the removal?

Southern tarplant is considered a California Rare Plant Rank (CRPR) List 1B species, which indicates that it is considered rare, threatened, or endangered within California. In 2020, focused surveys discovered 830 southern tarplant individuals on the Artesia Parcels.

Because of these special species plants, a number of mitigations were required Before any work was to begin. These included surveys for other special plants species during their peak blooming period; seeds were to be collected or plants salvaged. The Southern Tarplant was to be left in place or translocated to a "suitable location".

Now, owing to the DTSC premature clearing of the land of all vegetation, no surveys can take place. Deputy Director Koontz states that the "Special Species plants were removed for replanting", but did not say where. According to Department of Fish & Wildlife studies, only 15% of native plants survive when transplanted.

Not only is the mitigation inadequate, it is now impossible. The same is true of all of the Biological impact mitigations for the Crotch's Bumble Bee, the nesting birds and the possible bats, as their habitat has been destroyed.

Please explain how vegetation could have been legally removed before the certification of the MND.

As these mitigations no longer apply, it is clear that there is a need for a new CEQA document to address changes in the plants, trees and soils on this site as a result of Surcharging operations.

Sincerely,

Ann Cantrell

CARP/Riverpark Coalition

From: anngadfly@aol.com
To: [Amy Harbin](#)
Cc: csovalle@gmail.com; flight750@gmail.com; jeovallec@gmail.com; kimwalters@gmail.com; renee_matt@live.com; rwgutmann@gmail.com; serenasteers.ccv@gmail.com; corlisslee@aol.com; hoorae1@aol.com; jweins123@hotmail.com; mbcotton@hotmail.com; mpshogrl@msn.com; dpc@cbcearthlaw.com
Subject: Pacific Place MND Comments
Date: Monday, November 16, 2020 2:34:45 PM
Attachments: [Pac. Pl. MND Comments .docx](#)

-EXTERNAL-

Dear Ms. Harbin:

Please confirm the receipt of the attached comments for the Pacific Place MND.

Thank you,
Ann Cantrell

From: [Tahesha K. Christensen](#)
To: [LBDS-EIR-Comments](#)
Subject: Objection to Project proposal for 3701 Pacific Place Long Beach
Date: Monday, November 16, 2020 4:27:43 PM

-EXTERNAL-

Dear Ms. Amy L. Harbin, AICP and City of Long Beach Planning Commission,

Hello, my name is Tahesha Knapp-Christensen. I am an Indigenous organizer and long term resident in the Long Beach community. This letter is in regards to the need for a FULL Environmental Impact Report for the proposed development at 3701 Pacific Place, the former Golf Driving Range (just south west of Crown Point, across from Los Cerritos Elementary and Park). What they plan on developing is a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and office space (77,000 sf with 11 Truck Loading Docks) and a carwash. This site was formerly a storage of toxic waste and sewage that was buried and covered by a plastic membrane in the 1980s to limit neighborhood exposure to the toxic materials and gases. In order to build this new development they are grading and moving this toxic soil, kicking up hazardous dust that is carried by the prevailing winds into our community.

I am stating that a Mitigated Negative Declaration is not sufficient. We also need public comment on this matter of 20 acres which is too large of a size of acreage to just simply dismiss a full Environmental Impact Report and ignore public comments. 20 acres of open space along the LA River is too much land to have a mitigated negative declaration because the size of the land and impact are too great

I also need to add the tribal perspective and importance of tribal cultural consultation as a need to consider. Currently the archeological research, the project proponents only look at the project site which is 20 acres + ½ mile radius from center of the project BUT if they go to a 1 mile rather than that ½ mile radius is where Rancho Los Cerritos and ancient Tongva Village of Tevaaxa'nga 11 Cogstones: Cultural Materials and SACRED OBJEcTs found on the rancho and obsidian flakes

I would also like to address that this project as it stands is a form of environmental racism regarding the surrounding community as demographically it will not only expose mostly low income Black, Brown, and Asian American residents to air, water, and soil pollution with the uncovering of buried toxic waste when construction goes underway but also could uncover and disturb beyond mitigation potential archeological cultural resources of the Tongva community as there was the ancient village site of Tevaaxa'nga. There have been previous documented findings of 11 Cogstones and obsidian flakes utilized as tools, both considered cultural materials and found on the Rancho.

The ancient Tongva village site of Tevaaxa'nga includes Rancho Los Cerritos as a property. According to recent archaeological findings, 11 cogstones and evidence of obsidian flakes used in tribal technology have been uncovered there. Cogstones have been previously known to be found only in Bolsa Chica Wetlands and Chile internationally so these findings at Rancho Los Cerritos could be groundbreaking archaeological evidence of international significance. If we think about what could be uncovered if we geographically expand just ½ mile beyond the current proposed project we could assume there would be findings here at the project site as well. There needs to be tribal consultation on this project and just having a few monitors during the mitigated negative declaration process is not enough.

Community has made arguments about the need for more open park space as well. I also agree that we could have a beautiful River Park here and also honor and respect the Indigenous lands of the Tongva.

Thank you for you time and reading this. In closing, please support the need and community request for a full Environmental Impact Report and an ask of public comment on this project. Thank you.

Sincerely,

Tahesha Knapp-Christensen Indigenous Organizer for Long Beach, Omaha Tribe of Nebraska

Long term Long Beach Resident

Founder of Protect Long Beach/Los Cerritos Wetlands

From: [Elizabeth Cummings](#)
To: [LBDS-EIR-Comments](#)
Subject: River park coalition.
Date: Monday, November 16, 2020 12:30:29 PM

-EXTERNAL-

To whom it may concern

As a long time resident of Los Cerritos I am opposed to the development.

I would much prefer that the area be a green area.

It is my understanding that The developer has been allowed to proceed without a construction permit being issued.

It is also my understanding that the department of toxic substances has not completed study of this site, not held a public hearing, and has spread potentially contaminated dust into our neighborhood.

This property should not be re zoned without proper Notification of the neighbors in los Cerritos, Wrigley, and Bixby Knolls.

Respectfully,

Elizabeth Cummings
654 terry Lynn place

Sent from my iPad

From: [Gini Dadrass](#)
To: [LBDS-EIR-Comments](#)
Subject: 3701 Pacific Place
Date: Monday, November 16, 2020 10:24:01 AM

-EXTERNAL-

I am opposed to the new proposed development at 3701 Pacific Place in Long Beach. This space should be used for greenland park space, not a storage parking space. I also understand that development has begun without proper testing of the previous contaminated soil. This side of along Beach does not have enough park space. Why not consider a Top Golf entertainment center instead?

Thank you,

Terry Dadrass

Sent from my iPad

From: [Glennis Dolce](#)
To: [LBDS-EIR-Comments](#)
Cc: [Robert Garcia](#); [Council District 1](#); [Council District 2](#); [Council District 3](#); [Council District 4](#); [Council District 5](#); [Council District 6](#); [Council District 7](#); [Council District 8](#); [Council District 9](#)
Subject: Pacific Project Place
Date: Monday, November 16, 2020 9:47:23 AM

-EXTERNAL-

Ms. Amy L. Harbin, AICP Planner

City of Long Beach,

Development Services Department

411 W. Ocean Blvd., 3rd Floor

Long Beach, CA 90802

<!--[if !supportLineBreakNewLine]-->
<!--[endif]-->

<!--[if !supportLineBreakNewLine]-->
<!--[endif]-->

Dear Ms. Harbin,

Regarding Pacific Place Project- I'll keep this succinct as many others have detailed for you the many valid and important reasons for a full EIR.

I'm asking that a full EIR be performed. Anything less is unconscionable.

Just know that just because you can, doesn't mean you should.

Please pay attention to the people.

Sincerely,

Glennis Dolce

D7

From: [Lynette Ferenczy](#)
To: [LBDS-EIR-Comments](#)
Subject: Fwd: 3701 Pacific Place MND Initial Study
Date: Monday, November 16, 2020 10:03:45 AM

-EXTERNAL-

Nov 16, 2020

To : Amy Harbin,

Re: CEQA review for 3701 Pacific Place project

I am opposed to a Mitigated Negative Declaration for this project and believe a full EIR should be processed.

1. Transportation/Traffic - The site is accessed only by one road, Pacific Place, which is not a classified street. Also, Pacific Place, Wardlow Road and Pacific Avenue are not truck routes. Truck access to the site has not been fully analyzed. The MND does not analyze how trucks will arrive at the site from the 405/710 freeways exit ramps. Eastbound traffic on Wardlow Road was been reduced from three to two lanes from the 710 to Long Beach Blvd. to allow for a bike lane a few years ago. The MND states 436 average daily trips will be generated from this project. Rush hour traffic eastbound on Wardlow Road is already extremely heavy and these additional trips will have a negative impact on traffic, especially for those turning left from Wardlow Road to Pacific Place.

Pacific Place north of the 405 is in terrible condition and full of potholes. If over 400 more daily trips will be made to this site the road will need to be repaved both north and southbound from the 405 to the project entrance.

There is no analysis of southbound traffic leaving the site. Pacific Place is currently a one lane wide street from the site to south of the 405 freeway where the street then widens to two lanes. This section of street

goes under the 405 and will create a very dangerous situation. Slow moving semi trucks, RV's, moving trucks and numerous cars must cross Pacific Place at the freeway entrance ramp as vehicles are picking up speed to enter the 405 and 710. As 50 foot long semi trucks and RV's exit the site during rush hour a very hazardous situation will be created. A full traffic study with analysis of the freeway on/off ramps and southbound traffic from the project site shall be provided. In addition, Cal Trans shall review and comment on the traffic study.

2. Noise and lighting were not adequately analyzed as the self storage facility will operate from 5 am to 10 pm daily and the warehouse possibly up to 24 hours a day. The RV parking will obviously be lit and may spill onto the Los Cerritos neighborhood as well as lighting from the self storage building which is proposed at 47' high when only 28' is allowed under the current code. The height of the light standards is not indicated.

3. The zone change will result in a lost opportunity for open space on the West side which has a shortage of park space. A full EIR will analyze no project or a reduced project size and the resulting change to open space opportunity.

4. The site plan does not include any analysis or compliance with the Riverlink Plan adjacent to the LA River.

5. Landscaping - Other than a narrow sliver of perimeter landscaping the site has almost no on site landscaping and approximately 13.5 acres of paving and building. All this hardscape will generate much more heat and will not allow water to penetrate the soil. In addition, compliance with NPDES does not appear to be analyzed and verified.

6. The Dept. of Toxic Substances Control has not completed its study of the site so how can the environmental review move forward without this information? Meanwhile grading of the site without a City permit has created a huge amount of possibly toxic dust being carried west into the surrounding residential community.

7. The MND does not considered the cumulative traffic of a potential

project on Wardlow Road east of the 710 with approximately 225 proposed new homes to be built on a currently vacant site. This site is directly south of 3701 Pacific Place on the south side of the 405 freeway. This project must be included in the traffic study so that the cumulative effect can be analyzed.

8. The air quality on the west side and at the intersection of the 710 and 405 freeways is extremely poor and this project will only make the situation worse.

For these reasons I request a full EIR.

Wrigley homeowner
Lynette Ferenczy
lferenczy62@verizon.net

From: [D.Fruta](#)
To: [LBDS-EIR-Comments](#)
Subject: Stop Construction at 3701 Pacific place!
Date: Monday, November 16, 2020 12:33:21 PM

-EXTERNAL-

As a citizen living in Bixby Knolls, I am very concerned about the air quality of my neighborhood. The unpermitted construction of that sight must stop. We do not need more toxic dust stirred up for the sake of a giant parking lot. We need more green space to act as a buffer to all the freeways that already surround our neighborhood. This project has been shoved through with very little community input.

From: [Cynthia Gerhart](#)
To: [LBDS-EIR-Comments](#)
Subject: Request for a Full Environmental Impact Report
Date: Monday, November 16, 2020 3:12:56 PM

-EXTERNAL-

Ms Amy L Harbin-

Hello. As a parent with 2 children at Los Cerritos Elementary School, I am concerned about the city of Long Beach's plans to build a 3 story self-storage facility and RV parking lot facility on a parcel of land that is located along Del Mar, across from the back side of the school's playground.

It is my understanding that this construction will disturb soil that, in the past, has had oil waste and other hazardous chemicals dumped on it. This construction can potentially blow toxic dust towards Los Cerritos Elementary School's playground and Los Cerritos Park for our children to breathe. I am writing to urge the city to do the right and proper precautionary due diligence necessary before such a project begins - please conduct a full Environmental Impact Report.

Thank you,
Cynthia Perez Gerhart
(562) 619-9154



November 16, 2020

Ms. Amy L. Harbin, AICP,
City of Long Beach, Development Services Department
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802

Subject: Initial Study/Mitigated Negative Declaration (IS/MND) for the Pacific Place Project

Dear Ms. Harbin,

I am writing on behalf of the Los Cerritos Neighborhood Association (LCNA), which represents the neighborhood adjacent to and downwind of the Pacific Place Project. Our comments follow:

1. With respect to "Appendix_i2_-_3701_pacific_place_trip_generation_memo (April 27, 2020)" –the memo refers to Los Angeles Congestion Management Program (2010 CMP) thresholds, however, CMP analysis generally applies to projects that generate a significant number of trips on CMP facilities such as state highways. CMP guidelines are not intended for local project analysis. The memorandum fails to utilize the current City of Long Beach Traffic Analysis Guidelines and thresholds of significance. Those guidelines were published in June, 2020 and are applicable to this project.
2. Also with respect to the Trip Generation Analysis, the memorandum quotes the State of California's Technical Advisory on Evaluating Transportation Impacts in CEQA but it incorrectly references transportation projects including "lanes or new highways, HOV lanes, peak period lanes..." while this is a development project and not a transportation facility. The memorandum further states that "Although it cannot be quantified at this time, the proposed warehouse is not likely to lead to a substantial increase in VMT" and "because of the proximity of the project site to Interstate 405 and Interstate 710, project trips on local roadways are anticipated to be minimal. Therefore, the proposed warehouse would not be expected to have a significant impact if the evaluation were completed based on VMT." Both of these statements are erroneous. VMT can be quantified, and VMT impacts are not roadway specific. It does not matter where the VMT occurs, it is still added VMT. The additional VMT cannot be dismissed if some of it occurs on the freeway system. We believe a new and accurate study of trips and VMT should be completed.
3. With respect to "appendix_i1_-_trip_generation_analysis (February 27, 2020)" – again this does not use the current City of Long Beach Traffic Impact Guidelines, and it does



not address VMT nor traffic congestion at the adjacent intersection of Pacific Place and Wardlow Road. Furthermore, it concludes “A maximum project contribution of 33 peak-hour trips to the adjacent intersections is nominal, and the potential for an intersection impact is unlikely” without any substantiation of this finding and it does not account for the effects of large vehicles, heavy duty trucks, large RVs and passenger car equivalents (PCE). Specifically, the intersection of Pacific Place and Wardlow road is heavily impacted by the LA Metro A Line (former Blue Line) which causes closures of the intersection to traffic flow when trains are crossing. The Metro trains run every six minutes in each direction (pre-COVID), thus a train can cross every three minutes and block this intersection. This causes vehicle queues and congestion for residents entering and leaving the neighborhood, and the access drive to the project goes directly through this intersection. While this is no longer a CEQA impact (traffic congestion), it is a concern to residents who need to access the freeway entrance off of Pacific Place or to simply to go through the intersection to and from home. It should be noted that 100 percent of project trips must use this intersection. The analysis needs to be completed properly.

4. We believe the self-storage facility would be visible from our neighborhood, particularly from Los Cerritos Park. We can find no analysis of the impact of this on the neighborhood. The residents deserve to know specifically what they will view on the project site. Directly to the east of this site, the land is at a higher elevation and residents will be above the property looking directly down onto the project site. Further clarification and analysis of visual impacts, the border wall and proposed landscaping need to be provided.
5. We understand there would be a wall along the North and East borders of the property, which we generally would support. However, it is possible the wall would reflect the noise from the A Line trains back towards our neighborhood and create new noise impacts, and we did not find any analysis of such an impact. As noted in comment #4, the residential area to the east is at a higher elevation and the noise impacts could be exacerbated by the topography.

Given the above concerns, we believe an MND is not the appropriate CEQA document for this project, and ask that an Environmental Impact Report be prepared instead.

Sincerely,

Bob Gill, President
Los Cerritos Neighborhood Association

From: [Bob Gill](#)
To: [LBDS-EIR-Comments](#)
Cc: [Gary Hamrick](#); [Joe Hower](#)
Subject: Comments on Pacific Place Project
Date: Monday, November 16, 2020 4:24:10 PM
Attachments: [LCNA - 2020 Pacific Place MND Comment Letter.pdf](#)

-EXTERNAL-

Hello Ms Harbin,

The Los Cerritos Neighborhood Association has attached comments to this e-mail regarding the Pacific Place Project.

Regards,

Bob Gill
President
Los Cerritos Neighborhood Association
www.LosCerritosNA.org

From: [Padric Gleason Gonzales](#)
To: [LBDS-EIR-Comments](#)
Subject: Public comment re: 3701 North Pacific Place Project
Date: Monday, November 16, 2020 4:04:22 PM

-EXTERNAL-

Dear Development Services,

I'm writing with strong environmental and health concerns relating to the proposed project at 3701 North Pacific Place near Los Cerritos. First, the presence of known dangers- such as VOCs, lead, and arsenic- must be remediated prior to construction. Second, the neighborhood's designation as an "SB 535 Disadvantaged Community" demands that development reduce harm, not produce further harm. The owners assumed responsibility for the sludge and emissions costs alongside their purchase of the property. They must clean up if they want to proceed with development.

Presence of "Oily Sludge"

Specifically, my first concern relates to the development of the site and the likelihood of releasing toxic chemicals into the air and water during construction. I'm concerned about the following information, which is published on the project's own [website](#): "the oily sludge... is present in the central and northern portions of the site at thicknesses between 20 and 30 feet, with a maximum of 50 feet... The oily sludge contains petroleum-related volatile organic compounds (VOCs) and semi-VOCs and low to moderate amounts of methane are generated." Additionally, the website acknowledges "areas of elevated lead and arsenic concentrations" on the property. This is a dangerous site and steps must be taken to clean it up before approval is granted.

Located in a Disadvantaged Community

The parcel is located within close proximity to two residential neighborhoods: Los Cerritos and Wrigley Heights. It's also just across the highway from Los Cerritos Elementary School. Finally, it's adjacent to the LA River Bike Path and a pathway used by local horse riders. Does the City really want neighbors, parents, pedestrians, cyclists, and horsemen all worried about toxic debris falling onto their homes and classrooms and toxic air kicked up into their lungs because of a polluted construction site that was untreated before development? Or chemicals leaked into the stormwater, which would enter the LA River and, thus, Long Beach harbor?

This parcel is also designated as a "Disadvantaged Community" according to CalEnviroScreen 3.0, which notes very high levels of asthma, impaired water, and toxic releases. Pollution Burden Percentile: 86 out of 100. It's also a majority-minority neighborhood, with 77% of residents identifying as Asian American, Hispanic, or African American. Adding new emissions resulting from increased road traffic and diesel-powered RVs, along with the accompanying surface runoff that's produced with any parking lot, is a poor land use for this site and would have direct health impacts in the surrounding communities.

Increased Pedestrian Risk on Local Streets

Finally, ingress and egress to and from the site would produce increased emissions along Pacific Place and the adjacent disadvantaged community. In addition to increased ground-level emissions and VOCs, there will be much higher risk to children and pedestrians as drivers of

large RVs squeeze along what is otherwise a residential street.

For all of these reasons, I oppose this project and I encourage you to explore each of these concerns in your environmental report.

Regards,
Padric Gleason Gonzales
110 W 6th Street, Apt 323
Long Beach, CA 90802
City Council District 1
T: 207-751-2656

Date: March 12, 1993

To: Gerhardt H. Felgemaker, Environmental Planning Officer

From: Richard I. Backus, City Traffic Engineer *RIB*

Subject: METRO BLUE LINE WARDLOW ROAD STATION RELOCATION - INITIAL STUDY/NEGATIVE DECLARATION

The Traffic Engineering Division has reviewed subject document and has the following comments:

- o Although we are very much in favor of the proposed station relocation it is believed that the introduction of 500 park-and-ride spaces would have a significant impact on traffic operation at the intersection of Pacific Place and Wardlow Road during both the a.m. and p.m. peak periods. The subject intersection is already operating at an unacceptable level of service (Level E or worse) during the afternoon peak period.

We recommend that in conjunction with the station relocation project, a detailed analysis of the traffic operational condition at this intersection be performed. Mitigation measures including but not limited to intersection geometric modification and realigning both north and south Metro Blue Line tracks so that the train crossing at Wardlow Road could also be controlled by the existing traffic control signal should be considered and evaluated.

- o The need for modifying the existing southbound off-ramp from southbound 405 Freeway to Pacific Place should be examined since the existing geometrics permit right-turn movements only. The proposed new station location could potentially generate demand for left-turn movements at this off-ramp terminus.

RIB:JC:mm

69-46

Level of Service (E)

Severe congestion with some Long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.

Level of Service (F)

Total breakdown with stop-and-go Operation.

RECEIVED

MAR 12 1993

Planning and Building Dept.
Community Planning

From: [Richard Gutmann](#)
To: [LBDS-EIR-Comments](#)
Subject: Pacific Place Project - 3701 Pacific Place, Long Beach, CA
Date: Monday, November 16, 2020 3:24:21 AM

-EXTERNAL-

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802

Dear Ms. Harbin,

It is very disturbing to me that our City's Development Services Department would even consider allowing a developer to build a self-storage facility so close to an elementary school, a lovely park, and peoples' nice homes.

People can, and do, store anything in such facilities. Just across the LA River from this site is Store for Less Self Storage which once caused the 710 Freeway to be shut down so that officials could remove explosives someone had left in their unit.

The above would seem to reasonably preclude building such a facility even on an unblemished site. But this property is highly contaminated from many years of being used as a dump site for waste from oil production. It also accepted effluent from the City of Signal Hill sewage treatment plant.

There is such a buildup of sludge, the consistency of toothpaste, under the soil that they are having to run tests to see if the site could even support buildings. And two earthquake faults run either through or right next to the site.

Yet, with all these problems, Long Beach is using a **Mitigated Negative Declaration** for this project instead of an Environmental Impact Report. That is bizarre.

I'm asking that a full EIR be performed. Anything less is unconscionable.

As a resident of Wrigley Heights for 58 years, who has waited for many red traffic lights at Wardlow Rd. and Pacific Place, I would like to address the problem of traffic which is not properly covered in the MND. It says: "Thus, it is concluded that Project traffic would not increase average delay at signalized intersections operating at LOS E or F"

I have attached a March 12, 1993, email from the then-City Traffic Engineer

saying that the intersection of Wardlow Rd. and Pacific Place was **already** operating at an unacceptable level of service (E or worse) during the afternoon peak period. Traffic from this project (and the presumed warehouse project) would exacerbate this problem residents have had to deal with for more than 27 years. Thus the EIR needs to include a traffic impact analysis.

Sincerely,

Richard Gutmann
602 W. 37th Street
Long Beach, CA 90806-1117
562-972-9340



Hermosa Beach Office
Phone: (310) 798-2400

San Diego Office
Phone: (858) 999-0070
Phone: (619) 940-4522

Chatten-Brown, Carstens & Minter LLP

2200 Pacific Coast Highway, Suite 318
Hermosa Beach, CA 90254
www.cbcearthlaw.com

Douglas Carstens
Email Address:
dpc@cbcearthlaw.com
Direct Dial:
310-798-2400 Ext. 1

November 16, 2020

Ms. Amy Harbin, AICP
Planner
City of Long Beach
Development Services Department
411 W. Ocean Blvd., 3rd Floor
Long Beach CA 90802
LBDS-EIR-Comments@longbeach.gov

Re: Objection to Pacific Place Project 3701 Pacific Place and 3916-4021 Ambeco Road
(Mitigated Negative Declaration-10-19-20)

Dear Ms. Harbin,

On behalf of the Riverpark Coalition, we submit these comments opposing the Pacific Place Project (the Project) as proposed and the City's reliance on a mitigated negative declaration (MND) prepared for it.¹ Riverpark Coalition is a collection of community groups and individuals including residents of West Long Beach. This community-based coalition works to promote public-serving open space in nature-deprived areas of West Long Beach. (See Enclosure 1, Riverpark Coalition Call to Action.)

The Project's census tract in West Long Beach ranks *worse than 85 percent* of the rest of the state for pollution burden, attributable to contaminated sites, solid waste and hazardous vehicle emissions in the area. (See <https://oehha.ca.gov/calenviroscreen> (last visited Nov. 14, 2020).) The Project area is also a designated "Disadvantaged Community" per California Senate Bill (SB) 535. The area is a predominantly Hispanic and Asian community that is 82% people of color. The area has *more people living with asthma, emergency department visits for asthma symptoms, and deaths from asthma, than 91% of census tracts* throughout California.

Of great concern to the Riverpark Coalition, proponents of the Pacific Place Project (Project) are attempting to replace over 19 acres of open space along the Los Angeles River with a large-scale commercial warehouse, storage, office, and parking lot development that would have adverse impacts on the environment with regard to air quality, aesthetics, biological resources, geology/soils, hazards/hazardous materials, historic and cultural resources, tribal resources, and hydrology and water quality, among other impacts. The Project will also eliminate any possible relief and recreational opportunities, whereas currently the surrounding community

¹ The Initial Study and MND is available at this link:
http://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/pacific-place-project-3701-pacific-place/pacific_place_mnd-101920, last visited on November 16, 2020.

is able to use portions of this space and nearby areas for passive and active recreation, including biking, horse-riding, jogging and yoga.

This Project site is divided into two components: the Artesia parcels and the McDonald Trust parcels. As proposed, the Project on the Artesia parcels (Artesia Project) will transform a former golf driving range into a self-storage unit, recreational vehicle (RV) storage area, and a self-serve car wash with a waste disposal station. Specifically, the Artesia Project would develop an asphalt parking lot to accommodate over 500 vehicles, including trailers, campers, boats, and trucks. The Project's three-story structure would be permitted to build additional office space and would be 40 feet high, exceeding the current maximum building height of 28 feet under proposed Commercial Storage (CS) zoning. (MND, p. 3-1.)

The Project on the McDonald parcels (McDonald Project) would include a single-story warehouse and a 10-truck loading dock. This development would be permitted for and assumed to consist of warehouse space and office space that would be built on the McDonald Trust parcels north of the Artesia parcels. (Notice of Intent (NOI), p. 2.)

Combined, the Project area totals approximately 19.41 acres. (NOI, p. 1-2.) Of particular concern, there are 13 abandoned oil wells in the Project area, surrounded by land that formerly stored toxic waste and sewage that is now buried. (NOI p. 2.) The Project requires numerous entitlements including a general plan amendment, conditional use permit, site plan review, specific plan amendments, and a zone change.

With regard to the Pacific Place Project, the City of Long Beach (City) has failed to prepare a legally adequate initial study as required by the California Environmental Quality Act (CEQA). The City is improperly omitting consideration of potentially significant Project impacts and lacking evidentiary support for claims that Project impacts would be insignificant.

CEQA serves two basic, interrelated functions: ensuring environmental protection and encouraging governmental transparency. (*Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 564.) CEQA has been termed a "bill of rights for an environmental democracy"² because of the manner in which it promotes and protects public participation in public agency decisions. In connection with the Projects' review under CEQA, the City has prepared an initial study and mitigated negative declaration.

A lead agency prepares an initial study in order to determine whether an environmental impact report (EIR), a negative declaration, or an MND is the appropriate environmental review document. (14 CCR § 15365, herein "CEQA Guidelines.") The initial study must consider whether any aspect of a project, either individually or cumulatively, may cause a significant

² Byron Sher, California State Legislator 1980-2004 Planning and Conservation League, "Everyday Heroes Protect the Air We Breathe, the Water We Drink, and the Natural Areas We Prize, Thirty-Five Years of the California Environmental Quality Act," 2005, available at https://www.pcl.org/media/prior-c/CEQA-Everyday-Heroes-full_report.pdf.

adverse impact. (CEQA Guidelines § 15063(b)(1).)³ Failure to adequately analyze all of a project's potentially significant impacts or provide evidence to support conclusions reached in the initial study is a failure to comply with the law.

The preparation of an MND for a Project that would eliminate one of the two last remaining large pieces of open space in West Long Beach, unearth toxic soil, and increase air contamination, traffic, and construction impacts in an already pollution-burdened and nature-deprived community is unconscionable. Because a fair argument exists that the Project will have a significant environmental impact, an EIR must be prepared.

I. The Surrounding Area of Los Cerritos is Extremely Pollution-Burdened.

The MND fails to adequately reference or disclose updated air quality data addressing the “high pollution burden” surrounding the Project area. According to CalEnviroScreen 3.0,⁴ CalEPA’s screening tool that ranks each census tract in the state for “pollution burden” and vulnerability, the Project’s census tract ranks *worse than 85 percent of the rest of the state for pollution burden*, attributable to contaminated sites, solid waste and hazardous vehicle emissions in the area. (See <https://oehha.ca.gov/calenviroscreen>.) The Project area is also a designated “Disadvantaged Community”⁵ per California Senate Bill (SB) 535, a bill that was passed to identify and target funds to assist communities disproportionately burdened by pollution. (Grayson Schmidt, *Asthma Alley: Long Beach ranks worst in U.S. for air quality*, CRONKITE

³ The purpose of the initial study is to provide the lead agency with adequate information regarding a project to determine the appropriate environmental review document and “documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment.” (*Ctr. for Sierra Nevada Conservation v. County of El Dorado* (2012) 2020 Cal.App.4th 1156, 1170, citations omitted.) There must be a basis within the record to support the conclusions reached by the initial study. (*Lighthouse Field Beach Rescue v. City of Santa Cruz* (2005) 131 Cal.App.4th 1170, 1201.) “Where an agency... fails to gather information and undertake an adequate environmental analysis in its initial study, a negative declaration is inappropriate.” (*El Dorado County Taxpayers for Quality Growth v. County of El Dorado* (2004) 122 Cal.App.4th 1591, 1597, citations omitted.)

⁴ CalEnviroScreen is a tool created by the Office of Environmental Health Hazard Assessment that uses environmental, health, and socioeconomic information to produce scores and rank every census tract in the state. (CalEnviroScreen 3.0, Cal. Off. Environmental Health Hazard Assessment <<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>> (last visited Nov. 15, 2020). A census tract with a high score is one that experiences a much higher pollution burden than a census tract with a low score.

⁵ SB 535 Disadvantaged Communities Map, using CalEnviroScreen 3.0 results June 2018 Update, <https://oehha.ca.gov/calenviroscreen/sb535> (follow “click to open this map in a new window” hyperlink; then search find address or place field for “3701 Pacific Place Long Beach, California 90807.”)

NEWS (Oct. 1, 2019), <https://cronkitenews.azpbs.org/2019/10/01/long-beach-air-quality-problems/>.) West Long Beach is divided by heavily-trafficked freeways that carry countless truck routes leading to and from major ports, warehouses, and commercial distribution centers. These routes increase “diesel particulate pollution due to the diesel-powered ships, trains, trucks, cargo handling equipment and other machinery involved in freight movement in Southern California.” (Pierce Nahigyan, *Environmental Health Hazards Impacting the City of Long Beach*, LONG BEACH BUSINESS JOURNAL (May 6, 2019), <https://lbbusinessjournal.com/environmental-health-hazards-impacting-the-city-of-long-beach>.)

The MND also overlooks the Project area’s community demographics and how they could render the area especially susceptible to the potential environmental impacts of the Project. In other words, *the MND completely fails to acknowledge the serious and adverse environmental justice impacts this Project would have*. The area is a predominantly Hispanic and Asian community that is 82% people of color with an asthma score of 91, meaning the area has more people living with asthma, emergency department visits for asthma symptoms, and deaths from asthma, than 91% of census tracts throughout California.

The area also includes a wide range of other sensitive receptors that would be significantly impacted by the Project. The area’s population is 11% children under the age of 10-years and 11% elderly, over the age of 65-years—both of whom are especially vulnerable to cancer, asthma, heart disease, and other health impacts aggravated by pollution. Although the MND admits that the Project is proposed near “single-family residences, the Los Cerritos Elementary School, and Los Cerritos Park (approximately 160 feet east northeast of the Project site),” the MND does not meaningfully acknowledge the Project’s close proximity to prominent cycling routes like the Los Angeles River Bikeway and equestrian pathways such as the Los Angeles River Regional Equestrian Trail. The MND also overlooks areas slated to be revitalized for passive and recreational use along the LA River.

The MND must account for all sensitive receptors surrounding the Project area, as well as the high pollution burden that they already endure. As written, the MND is not an adequate informational document because it lacks critical data that is required to properly analyze and mitigate the Project’s environmental impacts. Furthermore, the MND’s deficiencies prevent the reader from comprehending how the Project would combine with and exacerbate the area’s current pollution burden. A full Environmental Impact Report (EIR) analyzing environmental impacts at the Project area and feasible mitigation measures is required.

II. The Project Would Adversely Impact the City’s Already Limited Supply of Parks and Open Space in West Long Beach.

West Long Beach residents have one acre of parkland per 1,000 residents. It is currently a federally-defined park poor community as shown in Table 1 below and the 2007 Long Beach RiverLink Report (Enclosure 2.)

Table 1. Long Beach - Parks Needs Assessment.

| | |
|--------------------------------|-------------------------------|
| Western Long Beach | 1 acre per 1000 residents |
| South Long Beach | 2.7 acres per 1000 residents |
| Eastern Quadrant of Long Beach | 16.7 acres per 1000 residents |
| Long Beach Citywide | 5.4 acres average citywide |

Source: (RiverLink planning document, p.1 (Enclosure 1), <http://www.longbeach.gov/globalassets/park/media-library/documents/business-operations/about/in-development/riverlink-report/>. (last visited Nov.14, 2020.)

Due to historical development trends that favored industry with high levels of pollution, western Long Beach has a severe need for more parks and open space. In 2002, the City's Open Space and Recreation Element formally established a goal to reverse this harmful trend and achieve an average of eight (8.0) acres of recreational open space per 1,000 residents. Subsequently, in 2007, the Long Beach Department of Parks, Recreation and Marine authored the RiverLink planning document (RiverLink). The RiverLink provides a vision of an integrated open space system and a framework to connect westside neighborhoods and greater Long Beach with the Los Angeles River (LA River.) (See Enclosure 2.) When fully implemented the RiverLink was supposed to contain 263 acres of open space. Long Beach's vision for the LA River is one of a "River that provides aesthetic, recreational, and ecological benefits, in addition to serving its flood control purposes." (See LA RiverLink planning document, <http://www.longbeach.gov/globalassets/park/media-library/documents/business-operations/about/in-development/riverlink-report/> (last visited Nov. 15, 2020.)

The RiverLink plan specifically stated for the "Wrigley Height-North" portion "Riverlink proposes keeping the driving range and improving the excess River right -of-way as a riparian woodland to complement the adjacent wetland at Dominguez Gap (see Exhibit 18)." (Encl. 2, RiverLink, p. 11.) On the "Wrigley Heights-South" portion, Riverlink "proposes that as much of the area as possible become an open space destination containing a restored wetland, riparian woodland, pedestrian and bicycle paths, and a neighborhood park with a playground, picnic areas, and other amenities (see Exhibit 21)." (Encl. 2, RiverLink, p. 12.)

With the current proposed project and others similar to it that put planned greenspace to other uses (such as the Riverwalk project in 2015), the open space vision in the RiverLink document would never be achieved. Such an impact is significant and requires preparation of an EIR.

Currently the eastern side of Long Beach has seventeen times more acreage dedicated to parks and open space than the westside of Long Beach, where the Project is now proposed. The Project area presents an unparalleled opportunity to bridge this gap by creating a park and preserving open space in an area that needs more of both. Further, this site is one of West Long Beach's *last two remaining* large pieces of land suitable for open space parkland. Paving over this land to build a parking lot and storage center would permanently deepen east and West Long Beach's parkland disparity. However, the City can reject the development of this brownfield site for storage and warehousing and instead work with Federal, State, and Local Agencies to address what will benefit West Long Beach: more urban forests and revitalized public parkland to serve as the lungs of this neighborhood and encourage public-serving open space in western Long Beach. The MND denies any recreational impacts will occur. (MND, p. 5-76). Instead, the recreational impacts of the Project in permanently foreclosing opportunities for maintaining and expanding open space are significant and require preparation of an EIR.

Davenport Park, once a landfill turned industrial site in North Long Beach, was recently converted into a flourishing park. This former brownfield was acquired by the Redevelopment Agency in 2001 with North Long Beach Project Area Funds. (*See Parks, Recreation and Marine website, Ed "Pops" Davenport Park information, <http://www.longbeach.gov/park/park-and-facilities/directory/ed-pops-davenport-park/> (last visited Nov. 14, 2020).*) The Davenport Park project is a prime example of how this project area in West Long Beach could and should be used. Revitalizing the little open space that remains is critical to achieve the City's 2002 and 2007 commitments: to increase average park acreage in West Long Beach and aid disadvantaged communities disproportionately saddled with environmental pollution.

III. The MND Fails to Adequately Analyze Air Quality and Construction-Related Impacts.

CEQA requires the MND to assess both direct and indirect impacts on air quality, and to determine whether the Project will result in increases of the six "criteria pollutants" for which there are national air quality standards: particulate matter (PM_{2.5} and PM₁₀), nitrogen oxides (NO_x), sulfur oxides (SO_x), ground-level ozone, carbon monoxide, and lead. (United States Environmental Protection Agency website, Criteria Air Pollutants, <https://www.epa.gov/criteria-air-pollutants> (last visited Nov. 16, 2020).)

The Project's close proximity to two major freeways (405 and 710 Freeways) along with its plan to build a large-scale parking lot, storage facility and truck loading dock, will increase vehicle miles traveled (VMTs) to and from the site, growing West Long Beach residents' exposure to harmful vehicle emissions. Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. (*See California Air Resources Board, Overview: Diesel Exhaust & Health, <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health> (last visited Nov. 16, 2020).*) This mix of particles, emitted from trucks, buses, trains, ships, and other equipment with diesel engines, forms a toxic blend of over "40 toxic air contaminants." (*See California Office of Environmental Health Hazard Assessment, Health Effects of Diesel*

Exhaust (May 21, 2001), <https://oehha.ca.gov/air/health-effects-diesel-exhaust>.) These toxic air contaminants (TAC) “include many known or suspected cancer-causing substances, such as benzene, arsenic and formaldehyde.” (*Id.*) In 2012, after a formal meeting of international health experts, “the International Agency for Research on Cancer (IARC)... classified diesel engine exhaust as carcinogenic to humans.” (International Agency for Research on Cancer: World Health Organization, IARC: Diesel Engine Exhaust Carcinogenic (June 12, 2012), https://www.iarc.fr/wp-content/uploads/2018/07/pr213_E.pdf.) This finding was based on “sufficient evidence that exposure to [diesel PM] is associated with an increased risk for lung cancer.” (*Id.*) Therefore, communities like West Long Beach, living near well-established diesel truck routes, “have a higher cancer risk from airborne toxics.” (Marla Cone, U.S. Neighborhoods Struggle with Health Threats from Traffic Pollution, *Scientific American* (October 11, 2011), <https://www.scientificamerican.com/article/us-neighborhoods-struggle-with-health-threats-from-traffic-pollution/>.)

Nitrogen oxides (NOx) is produced as a result of emissions from the burning of fuels in vehicles and stationary sources. (See California Office of Environmental Health Hazard Assessment, Health Studies of Criteria Pollutants, <https://oehha.ca.gov/air/health-studies-criteria-air-pollutants> (last visited Nov. 16, 2020).) When NOx mixes with volatile organic compounds (VOC), like aerosol sprays and paint, they blend to form ozone. Ozone exposure is known to cause “headaches, coughing, dry throat, shortness of breath, a heavy feeling in chest, and fluid in the lungs.” (The National Institute for Occupational Safety and Health (NIOSH), Ozone overview, <https://www.cdc.gov/niosh/topics/ozone/default.html> (last visited Nov. 16, 2020).) Long-term exposure to NOx and ozone may even lead to chronic asthma. (*Id.*) In 2016, a “large study found evidence that people with lung cancer faced greater risk from [NOx], ozone, and other outdoor air pollutants... researchers found that exposure to these air pollutants shortened their survival.” (See American Lung Association, Nitrogen Oxide, <https://www.lung.org/clean-air/outdoors/what-makes-air-unhealthy/nitrogen-dioxide> (last visited Nov. 16, 2020); Eckel SP, Cockburn M, Shu Y-H, et al. F. Air pollution affects lung cancer survival. *Thorax*. 2016: 71: 891-898.)

Here, the MND’S Air Quality section only seems to consider the diesel PM impacts from construction and not from the operation of the MacDonald’s parcel as a warehouse. (MND, p. 5-14.) In particular, the MND limits its discussion of exposure to sensitive receptors to diesel PM exposure from construction activities, not from diesel truck traffic created as a result of the warehouse. (MND, p. 5-18.) Furthermore, the MND doesn’t describe the types of vehicles that will visit the warehouse beyond stating that there will be “134 daily vehicle trips.” (MND, p. 5-15.) However, it does acknowledge trucks will visit the warehouse by stating: there are 18 truck parking spots (MND, pp. 5-15, 3-3), limits on truck idling as a noise mitigation measure, and 10 truck dock doors (MND, p. 5-68). Nevertheless, the MND states that the operational emissions from the MacDonald site will be very low (see MND, p. 5-17). There is no valid evidence to support an assertion that daily diesel truck trips to and from the warehouse would result in less than 1 pound of PM2.5 and 1 pound of NOx per day.

Furthermore, the MND does not analyze *any* additional impacts from the fact that the warehouse will be refrigerated and that at least some of the heavy-duty trucks will use transport refrigeration units (TRUs), which are known to result in higher emissions. (See California Air Resources Board, Information about Transport Refrigeration Unit, <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit> (last visited Nov. 16, 2020).) Although the MND recognizes transport refrigeration units (TRUs) will use the Project's warehouse, (MND, p. 5-73), it does not account for studies that have shown that TRUs can emit up to 6 times more NO_x and 29 times more PM than a truck's main engine. (Staff, *Emissions trading and refrigerated truck engines under scrutiny*, The Guardian (Nov. 10, 2017), <https://www.theguardian.com/environment/2017/nov/10/emissions-trading-and-refrigerated-truck-engines-under-scrutiny>.)

Although the MND's Air Quality Introduction clearly states that the Project site is located within the South Coast Air Basin ("Basin"), it hides the fact that the Basin is designated as a state and federal non-attainment area. In fact, the Basin is in extreme nonattainment for federal ozone standards, meaning that it is the highest level of nonattainment. Rather than stating this simple fact, the MND forces the reader to analyze a chart to determine the attainment status of the of the Basin for criteria pollutants. After exhaustively detailing how regional ambient air quality is measured, the MND briefly states in a footnote on page 5-17 (Cumulative Impacts section) "Los Angeles County is also a nonattainment area for lead, but the concern for lead emissions is limited to specific industrial sources such as battery manufacturing and reprocessing facilities," followed by no mention of specific negative health related impacts from either criteria pollutants or lead. Reading this, a member of the public would reasonably overlook this critical information and might even assume that there are no traces of lead at the site—which has not been established by the MND. (See *California Oak Foundation v. City of Santa Clarita* (2005) 133 Cal.App.4th 1219, 1249.) It is also difficult to decipher the air quality data in Table 4 (Air Quality Levels Measured at the Long Beach Monitoring Stations) within the text and a reader who is unfamiliar with how ambient air quality is measured would not easily grasp that the Project has been proposed in a federal non-attainment area that would likely be exacerbated by the Project's construction and operational emissions.

The MND's air quality analysis regarding construction-related emissions is also vague and too conclusory. This section does not adequately disclose the long-term health risks that exposure to construction emissions such as diesel exhaust and TACs pose. (The Report on Diesel Exhaust, Cal. Air Res. Bd., <http://www.arb.ca.gov/toxics/dieseltac/de-fnds.htm> (last visited Nov. 14, 2020).) Absent substantive analysis, the MND's Air Quality section asserts on page 5-7 that "the majority of the populace can overcome short-term air quality health concerns" without acknowledging that the Project is being proposed in a vulnerable community that already has more asthma-related emergency room visits than *91% of all census tracts* in California.

Long Beach's air quality is already poor, attributable to the geography of the region, *decades* of non-attainment of air quality standards, and the high number of vehicle trips and resultant exhaust emissions. Although the MND claims that Volatile Organic Compound (VOC) and Nitrogen Oxide (NO_x) emissions will not be significant due to a majority of local clientele

and shorter vehicle trips to and from the site it (MND, p. 5-46), it does not account for how the emissions will interact with existing pollution at the site, and how those emissions will interact over time. The Project will also attract visitors, during both the construction and operational phases, which will increase traffic and emissions, further impacting air quality in the area.

Furthermore, the Project would require use of diesel-powered trucks and earth-moving machinery on what is likely *highly* contaminated soil. Therefore, containing fugitive dust and preventing it from spreading to surrounding sensitive receptors is critical. The MND claims developers will adhere to strict “[d]ust watering” regiments to control fugitive dust. (MND, p. 5-11.) However, neighbors recently documented construction activities proceeding in the Project area without *any* watering of the soil. Such reckless indifference to the community surrounding the Project area is unacceptable and a sign that the Project proponents do not plan to adhere to the strict watering regimen they describe in the MND. The MND has failed to provide feasible mitigation or project alternatives to prevent exposure to significant construction or air quality impacts. Additional investigation and mitigation measures are required. For example, West Long Beach residents have documented construction activities occurring on the Project site up to approximately 9:30 pm on the night of November 12, 2020 in violation of City construction and noise ordinances.

IV. Construction Noise Impacts are Understated and Insufficiently Analyzed.

The Project is positioned near noise-generating infrastructure, including the I-405 and I-710 Freeways, an active railway, and the Los Angeles River. Construction of a vast array of commercial developments, including a storage facility, a 500-slot parking lot, RV storage area, truck-loading dock, and self-serve car wash would require a range of construction equipment, vehicles, and construction materials. Such a labor-intensive process has the potential to generate light and noise pollution that will disturb residents and interfere with wildlife behavior along the LA River. These construction activities will also negatively impact the Los Cerritos Park, which supports active and passive recreational use across from the street (Del Mar Avenue) near the project area.

The MND fails to propose any mitigation measures that might ameliorate light and noise impacts such as installing a temporary noise wall. Further, the MND’s conclusion that all construction and operational noise impacts are mitigated below the level of significance is groundless. Its analysis does not account for or even attempt to mitigate obvious noise impacts such as large vehicles idling outside the Project area, car doors slamming, or operation of the 10-truck loading station. Recently the nearby neighborhood of California Heights has experienced increased noise when the city allowed a trucking firm to operate a truck yard in a corner of airport property. While the hours of operation were supposed to have been limited to business hours, the truck yard operated 24-7 with incessant noise from the trucks and the loud beeping of backup alarms. The City did nothing to enforce the permit conditions. Effective and enforceable permit conditions such as limiting operational hours for the project, among other measures, must be required here. The MND should analyze these impacts and discuss proper mitigation

measures. An EIR should be prepared to discuss the Project's light and noise impacts during the proposed construction period.

V. The Project Initiated an Unpermitted and Premature Surcharge Test.

In furtherance of the proposed Project, the applicant began unearthing large amounts of soil and started an unpermitted surcharge test before adequately assessing the soil. Generally, developers drill and pull up core samples in several places at a potential site before development to decipher the nature of the site that they plan to build on and to create a plan to decide how to address potential environmental conditions. On occasion, developers will mix in amendments to stabilize the soil or move contaminated soil to a dump site. Next, developers typically prepare for a surcharge test (typically 1-2 years long), followed by measuring how much soil sank during the test period. Surcharge tests are vital to decide if a site is stable enough to hold the building being contemplated and should not be performed before environmental review.

Here, the Project proponent has violated City ordinances and risked community exposure to toxic substances. The applicant started a surcharge test before analyzing the environmental conditions that exist at the site. At minimum, the developers should have performed core sampling and evaluation before starting their surcharge test, which is a standard component of an EIR. The ongoing surcharge at the site is, by design, pushing down on the existing soil and along with it the existing subterranean structures such as sanitary sewer, storm sewer, abandoned oil wells, and at least one oil pipeline (see Figure 3 below, the Diagram of Premature Surcharge Program). The oil pipelines, sewers, and the 83-year-old abandoned oil wells are not designed to support the load of approximately 54,000 tons of soil being imposed upon them and are likely suffering damage already.

VI. The Developer's Premature Surcharge Program Violates CEQA.

Prior to development, the soil beneath the Project requires a test program, called a surcharge test, to measure the bearing capacity of the area beneath the building footprint for construction purposes. The Artesia Acquisition Company (the Artesia Parcel Developer) prematurely started this test during the pendency of environmental review, which violates CEQA. Even though the Project has not been fully entitled, the Artesia Developer graded the Project site and removed vegetation, including sensitive southern tarplant species. All grading and vegetation removal proceeded without public notice and before the Department of Toxic Substances Control (DTSC) completed its study of the Project area. DTSC has released its proposed response plan with a comment from November 16 to December 18, 2020. No action on the current application should proceed until that response plan is formulated. The necessity for a response plan highlights the need for an EIR before further reviewing the proposed Project. (See DTSC Events Calendar – Event Detail, Public Meeting for the Long Beach Industrial ParkEventshttps://apps.dtsc.ca.gov/calendar/event_details.cfm?event_id=5725&cur_date=12/02/2020 (last visited Nov. 14, 2020).)

In addition to violating CEQA, the surcharge program is damaging structures at the Project area. Based on a preliminary analysis of the survey provided in the MND, the surcharge operations currently being conducted will negatively impact existing subterranean structures including at least two oil wells, two monitoring wells, an existing 30" storm drain, an existing 30" sanitary sewer, and at least one existing oil line.

Figure 3. Diagram of Premature Surcharge Program.



As explained by the California Supreme Court, “[a] fundamental purpose of [CEQA review] is to provide decisionmakers with information they can use in deciding whether to approve a proposed project[.]” (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 394.) The Supreme Court further cautioned against post hoc environmental review, explaining that it has “expressly condemned this use of [CEQA].” (*Id.*)

Here, the MND is misleading because it relies on conditions before grading and vegetation removal for the purpose of setting a baseline to measure the Project’s impacts without disclosing the unpermitted and therefore illegal activities that are occurring or have occurred already. For example, the MND proposes one of two mitigation alternatives to offset “potential impacts to the southern tarplant species.” (MND, 5-24.) Yet, the Artesia Parcel developer has already graded and removed southern tarplant species from the site in preparation for their premature surcharge program.⁶ The Artesia Developer’s surcharge program is a particular cause

⁶ The State Attorney General should be advised of the illegal and unpermitted activities of tarplant removal and unpermitted surcharging. We are herewith including three California Attorney General comment letters identifying California Environmental Quality Act issues other environmentally damaging projects proposed in disadvantaged communities. (Enclosure 3.) These letters are available on the Attorney General’s website:

for concern given the site's history of contaminated soil, abandoned oil wells, and the need for a full EIR, which will take additional time to prepare. As currently formulated, the MND prejudices informed decision-making and violates CEQA.

VII. Potential Impacts to Historic and Cultural Resources Are Not Properly Analyzed.

The Los Cerritos area of Long Beach has a long and storied history. It is home to residents who have lived in West Long Beach for generations. Some are descendants of the Gabrieleno-Tongva people, with parents and grandparents who worked at oil refineries and witnessed toxic dump sites, like the one beneath the Project area's surface. In 1930, cogstones were found at the Rancho Los Cerritos, which makes this location a Sacred Site. More recently, a Tongva village (Tevaaxa'nga) was recorded as being located along the river near the Rancho Los Cerritos. Similarly, a Los Cerritos resident of Gabrieleno-Tongva ancestry documented two tribal village sites that were likely in the immediate vicinity of the Project area. Indigenous survivors of European settlement lived on these sites to work as farmers and horseman on the Los Cerritos Rancho. This open space is precious and preserving this land is critical for cultural preservation. We question whether the Native American Heritage Commission has been meaningfully informed about the nature of the Project. The City is required to comply with AB 52 consultation requirements.

The Project area is eligible to be designated a Tribal Traditional Landscape. As with National Register sites, it is not necessary to have artifacts or physical evidence on a Sacred Site or Traditional Tribal Landscape for a place to be considered worthy of preservation. The MND improperly concludes that the Project would not result in a significant adverse impact to any identified or eligible historical resources. Mitigation measure MM CULT-1 further states that if "cultural (archaeological) resources are inadvertently unearthed during excavation activities...[t]he Project Applicant/Developer shall retain a qualified professional archaeologist, subject to approval by the lead agency, to evaluate the significance of the find and determine an appropriate course of action." (MND, p. 5-28). This measure is vague and improperly deferred in violation of CEQA. There is no valid reason that village sites, artifact finds, equestrian trails, and historic pathways on and adjacent to the Project have not yet been evaluated in a historic resource report to determine its eligibility for the California Register and to list its character defining features.

Another example of the historic cultural significance of the Project site is found in the Diary of Father Pedro Font, who documented the Portola Expedition traveling near the Project area. This historic diary is readily available for evaluation. Father Font was the chaplain of Juan Bautista de Anza's expedition that explored Alta California from 1775 to 1776. His diary, *With Anza to California*, serves as the principal account of this expedition. Father Font refers to the

<https://oag.ca.gov/environment/ceqa/letters>. These letters are incorporated in this letter by reference.

view of the alluvial delta of the Los Angeles River looking southward toward the San Pedro Bay. (See Figure 1). On May 29, 1776, he recorded that the expedition travelled south along the Los Angeles River and made a stop at the “Los Cerritos,” which in those days was a reference to a water/spring source and the old name for Signal Hill (Willow Springs) according to Sarah Bixby Smith in her book “Adobe Days.” This means the expedition’s historic travels included a southward trek toward the ocean from the San Gabriel mission using the Los Angeles River and adjacent lands for trail and camp purposes, the very same lands constituting the Project site. Furthermore, the book *Adobe Days* by Sarah Bixby Smith describes life in the late 19th Century in the area and is a testimonial to the cultural significance of the area including the Project site.

Figure 1. Map of the trail and river at the time of Anza and Portola.



There is no reason to defer the formulation of mitigation for when cultural resources are encountered during Project construction. CEQA requires more.

The MND’s assertion that the Project is too degraded or too low in elevation to contain any tribal cultural evidence is inaccurate as both cultural evidence and human remains have been unearthed in similar locations and therefore cannot be assumed not to exist at the project site. The description of the cultural/archaeological area around the project is limited to 0.5 miles and excludes the existing Rancho Los Cerritos, which may be small now but until sold off by the Bixby's, the Rancho Los Cerritos is included the Project area. Excluding this historic site from the MND’s examination of potential historicity of the Project site is not acceptable as it erases potential culturally significant evidence without acknowledging it. An EIR is required.

VIII. The MND Neglects Drainage Issues and Flood Zones Near the Project.

In the MND’s Hydrology and Water Quality section, the analysis improperly concludes that the “Project development would not increase the rate or amount of surface runoff...[and]

because “[t]he Project site is outside of 100-year flood hazard zones... no mitigation is required.” (MND, 5-61.) The MND does not acknowledge that heavy metals, oil, grease, trash, and other contaminants typical of urban runoff will inevitably be generated in the normal operation of the Project. Runoff from site surcharging and cleanup operations will also contain contaminants. These will adversely impact the nearby LA River, and ultimately flowing to surrounding properties.

Although the MND acknowledges that the Project’s “[o]n-site drainage would generally be directed to a series of catch basins along the site perimeters (MND, p.3-2), it fails to consider the risk that toxic runoff would be directed to the land and equestrian trail to the west of the Project site, and Los Angeles River-adjacent communities to the south, both of which already have a documented history of cumulative negative flooding impacts.

The MND and the City of Long Beach’s Modeled Stormwater System maps show no storm-water drain pipes in the Project location or along the trail/river land, which is clearly identified as the “Dominguez Gap basin,” south of the 405. This basin concept is the only designated infrastructure to receive runoff from the Los Cerritos berm/levee and from the now “surcharged” parcels to the east of the river. This basin also collects any runoff (up-stream) that has not been diverted to the inside the river channel. Runoff from the north and east in the Los Cerritos and Virginia Country Club areas that has not made it into the designated storm drains continues southward until it picks up a big head and floods all in its path. The City relies on detention basins to reduce impacts from discharge of these contaminants into the Los Angeles River and nearby properties but does not address the possibility that a storm event might overwhelm existing basins.

The City’s Basin concept for the area surrounding the Project is insufficient and substandard for the increased runoff needs since the 1930s and 1940s and 1950s completion of the Federal levee project. To guard against significant contamination of the LA River and surrounding properties, the Project should be required to sample stormwater to track potential water contamination and install permeable surfaces to reduce runoff. Failure to impose feasible mitigation measures for potentially significant impacts violates CEQA. (Pub. Resources Code § 21002.)

IX. The Project Area is Adjacent to a Flood Zone.

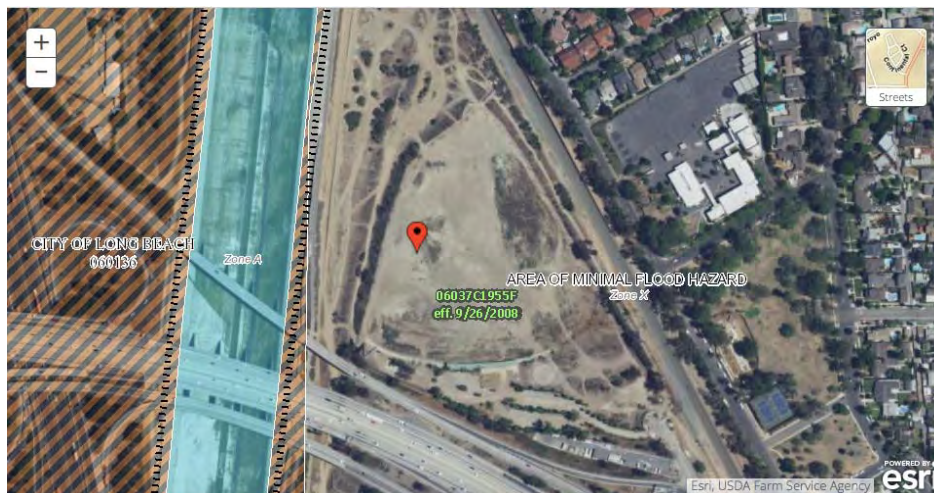
The Project is adjacent to a FEMA-designated flood zone (FEMA flood zone A), which runs the risk of injuring construction workers, visitors, and nearby residents if a flood were to occur during the Project’s construction or operation. (Figure 2). It is also possible that the Project would contribute to increased flooding, negatively impacting a nearby equestrian bridle/hiking trail, as well as equestrian communities to the south.

For example, projects like the 1998 Los Angeles County Drainage Area (LACDA) Flood Control Project actually increased negative flood impacts in neighborhoods surrounding the Project site. The LACDA project’s increased height and slope of the Los Cerritos levee, coupled

with wider toe width made runoff faster and shifted it closer to private property lines with less open area for absorption in what remains in the “retention basin.” By reducing the margin of open space in between that used for retention basin and absorption, and also pushing the bridle/hiking trail into the “swale” within the basin, the LACDA Flood Control Project created more flood impact instead of reducing (as the LACDA mission stated).

Here, the Project’s high-density design and surcharge action will create high west-facing slopes that form a “funnel effect.” This funnel effect will run over mostly impermeable surfaces such as asphalt and concrete, channeling runoff more rapidly than before. The MND should analyze and craft improved mitigation measures to address Project impacts on flood control and hydrology within the floodplain.

Figure 2. FEMA Flood Map.



Source: Federal Emergency Management Agency, Flood Rate Insurance Map Panel. The flood map for the selected area is number 06037C1955F, effective on 09/26/2008. Visit:

<https://msc.fema.gov/portal/search?AddressQuery>. Next, enter: 3701 Pacific Place Long Beach into the search query. The FIRM Map has been cropped to provide increased readability. (last visited Nov. 14, 2020.)

X. The Project May Have Significant Impacts on Traffic.

California’s Office of Environmental Health Hazard Assessments’ environmental screening tool, CalEnviroScreen 3.0, indicates that the Project area is in the 98th percentile for high traffic density (traffic score), meaning it is more impacted than 98 percent of California’s other census tracts. The Project’s plan to invite large trucks to its loading dock and recreational vehicles to its storage area will only worsen the area’s high score and rate of vehicle emissions. The Project is also positioned near the 710 Freeway, an area dubbed a “*diesel death zone*” because it has some of the worst pollution ratings in California. (Andrea Vidaurre and Taylor Thomas, California is sitting on a solution to ‘diesel death zones’ – will we use it? Long Beach Press-Enterprise (Dec. 4, 2020); Laura J. Nelson, 710 Freeway is a ‘diesel death zone’ to neighbors — can vital commerce route be fixed? Los Angeles Times, March 1, 2018.)

In the MND's Traffic section, the analysis sets forth that "although the Project would generate vehicle trips (VMT), it is reasonable to assume that many users of the Artesia parcels self-storage units would choose the Project facility because it is closer than currently used facilities. Thus, these users would reduce VMT compared to current practice... as such... emissions generated by the Project are not considered to be substantial." (MND, p. 5-46.) First, it relies on mere speculation—there is no substantial evidence to support the claim that residents in the Los Cerritos area would utilize the Project storage units or parking lot. It is possible that they might resent the Project and avoid it completely. Second, even if local residents embraced and frequented the Project site, localized trips to and from the Project would likely compound the area's traffic density, increasing vehicle idle time and total emissions. Elderly residents with asthma and young children at the nearby Elementary School would be disproportionately burdened with these negative traffic impacts. Increased traffic and larger commercial vehicles traveling near the school might also pose a safety threat to children walking to Los Cerritos park. An EIR is required. The MND should analyze these potentially significant impacts and craft appropriate mitigation measures.

XI. Aesthetic Impacts May be Significant.

This Project will change the character of the Los Cerritos neighborhood. The Project would drastically change the feeling of open space along the Los Angeles River by replacing vacant land with asphalt, metal, and bare concrete. The Project will attract large vehicles entering and exiting the site, as well as hundreds of square feet of commercial space along the banks of the Los Angeles River.

CEQA establishes a rebuttable presumption that any substantial, negative aesthetic effect is to be considered a significant environmental impact for CEQA purposes. (*Quail Botanical Gardens Foundation, Inc. v. City of Encinitas* (1994) 29 Cal.App.4th 1597, 1604.) Thus, "any substantial, negative effect of a project on view and other features of beauty could constitute a 'significant' [aesthetic] environmental impact under CEQA." (*Id.*) CEQA Guidelines also explain that an aesthetic impact would be considered significant if the Project would "substantially degrade the existing visual character or quality of the site and its surroundings. (Cal. Code Regs. tit. 14, Appendix G, I(c).)

Here, the Project will be out of scale with most buildings in the Los Cerritos community, towering over the mostly single-residential properties. Historic integrity can be lost or affected by visual barriers that mark a change the continuity of an area. This immense commercial Project is proposed on a rare piece of open space in West Long Beach—that supported Tongva villages and guided early explorers like Father Pedro Font and the Portola Expedition. This area is a cultural resource that should be preserved for the Los Cerritos community and future generations.

As proposed, the Project would significantly impact and change historic open space along the Los Angeles River. The integrity of the space would be permanently altered, there would be

continued loss of the historic flood zone, and access and the feeling of open space along the river would be permanently impaired. The Project's proposed parking lot would be visible from the Los Cerritos Elementary School. The Project's proposed storage yard and warehouse would be visible from Los Cerritos Park, blocking all views of the Los Angeles River. Because the Project will be made of metal and glass, neighborhoods surrounding the Project would likely be impacted by glare during the day and warehouse light glowing at night. Thus, this neighborhood could experience aesthetic impacts from both Project construction and operation that the MND fails to consider.

XII. The MND's Analysis of the Project's Potential Hazardous Impacts is Insufficient.

In the MND's Hazards and Hazardous Materials Section Mitigation Measure HAZ-5 states that "the City shall not issue a Certificate of Occupancy for development on the McDonald Trust parcels until any regulatory agency involved has issued a document approving ... in conformance with that agency's requirements." (MND, p. 5-56). This mitigation measure would not be formulated until after Project approval, and after its efficacy or potential environmental impacts could no longer be assessed by the public or decision-makers. Deferred mitigation violates CEQA. (*Endangered Habitats League v County of Orange* (2005) 131 Cal. App. 4th 777, 793-94; Guidelines Section 15126.4(a)(1)(B).) Deferral is permitted when a mitigation measure commits to specific performance standards, but no such standards are included here. The MND's analysis of the project's potential hazardous impacts is insufficient and fails to satisfy CEQA's basic purpose to "inform governmental decision makers and the public about the potential significant effects" of the proposed project. (CECA Guidelines § 15002 (a)(1).)

The Project area has an extensive history of oil extraction and is marked by 13 abandoned oil wells, some abandoned as recently as the late 1990s to early 2000s. (MND, p. 5-49.) Neighbors have reported that under the soil is a giant pool of oil sludge that likely contains more than waste production of crude oil. The Project area was previously used as a dumping ground and still contains thick layers of crude oil byproduct, solid waste, and noxious gas that have accumulated over the years. (MND, p. 5-49.) In fact, Signal Hill had a contract with Oil Operators to accept waste from their sewage plant for many years. Residents have also reported midnight dumping at the Project area. A thorough investigation of the site is required and should include drilling 30-50-foot core samples to discover what is under the sheeting that was installed for the golf driving range. The same should be done on all the Pacific Place parcels.

Subsurface investigations should instruct whether industrial uses or building at a specific location are even feasible, which the MND does not show. The MND's discussion on Hazards and Hazardous Materials is so brief that it's difficult to determine whether all the parcels involved are being assessed for hazardous materials. There is no clear discussion regarding whether the site appears on environmental databases as having a recognized, controlled or historical environmental condition on the site. We question why this site is not listed on DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List.) The MND simply defers identification of potential contaminants in this historic oil drilling site and former

dumping ground, and states that testing will take place prior to construction, a later point in time when it will not be analyzed as required under CEQA. DTSC is proposing a Response Plan with a comment period running from November 16 to December 18. As stated in a October 26, 2020 letter to a member of the Riverpark Coalition from DTSC, “The surcharge program activities began on 10/08/2020 and are expected to conclude on or about 11/13/2020. As agreed with DTSC, Artesia will upload photos of field activities and air monitoring data on a weekly basis onto the project’s website (www.3701pacificplace.com) starting this week of 10/26/2020.” No further work should be conducted or authorized until an EIR is prepared. Allowing site activities in furtherance of the Project to proceed prior to an EIR violates CEQA’s prohibition against piecemealing and segmentation of project activities.

A. Potentially Dangerous Fugitive Dust from the Project Site is Entering Los Cerritos Elementary School and Will Worsen with Project Construction.

Los Cerritos Elementary School at 515 West San Antonio Drive is within 0.25 mile of the Project site in the City of West Long Beach. Neighbors have reported dust blowing from the Project to the nearby school, collecting on the Metro railway, and floating into Los Cerritos Elementary School when trains pass by. An EIR is required to determine the nature of the dust that has been and will be blowing into and settling at Los Cerritos Elementary School and to ensure adequate mitigation measures are crafted and enforced.

B. Gasses Emanating from the Soil Have Not Been Adequately Addressed in the Existing Plans.

Residents have reported noxious gasses are escaping from the Project area. To guard against building damage or spontaneous combustion a vapor-proof membrane will be required. The most common way to install such a membrane is to place the building on a vapor-proof membrane underlain by a network of perforated pipes. The pipes collect the gasses and vent up and through the roof. This type of precaution is standard procedure. Yet, the MND’s Hazards and Hazardous Materials mitigations “HAZ1-HAZ5” fails to investigate what type of membranes might limit an accumulation of noxious gas. (MND, p. 5-55.) The Project’s proposed storage facility presents further problems, which the MND entirely ignores. Because no membrane can capture all escaping gases, when a building has rooms that are not accessed very often, there is a growing risk that gasses will accumulate. Thus, the Project must commit to good explosion-proof ventilation system and alarms, approved by the Long Beach fire department.

DTSC’s October 26, 2020 email to a member of the Riverpark Coalition referenced above stated “In order to be protective of the public and out of an abundance of caution, DTSC required the developer (Artesia) to implement monitoring activities at the Site during soil movement and import. These activities include real-time monitoring of soil gases (per SCAQMD Rule 1166) and real-time air monitoring (per the Site’s Ambient Air Monitoring Plan [AAMP]).” The results of such monitoring must be disclosed and made part of an EIR for the proposed Project.

It is important to note that asphalt parking lots work like a vapor membrane. Pouring asphalt over a region releasing noxious gas is essentially laying the groundwork for gas build up and potential combustion. Such gasses usually escape at the perimeter or through cracks. However, they can also escape through light poles, drains, or cracks that develop because of the instability of the underlying soil. Project areas where gas concentrates are hazardous and an advanced system needs to be designed to deal with this issue. Unfortunately, such plans are not discussed or even contemplated in the MND. An EIR is required.

XIII. The MND's Land Use and Planning Section Is Inadequate.

CEQA requires MNDs to discuss inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans. (Tit. 14, Cal. Code Regs. § 15125(d).) In order to determine whether there are inconsistencies, the environmental document should analyze whether the project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. Here, the MND fails to meaningfully account for significant inconsistencies and discrepancies between the Project and current land use plans and policies, and requested zoning permits.

The MND does not evaluate the Project's many conflicts with existing zoning requirements and fails to provide any analysis whatsoever of the Project's consistency or conflict with a number of highly relevant policies. For example, the MND does not evaluate the Project's compatibility with the City's LA River Master Plan, and fails to identify significant inconsistencies with the RiverLink planning document. (*See* LA River Master Plan (last visited Nov. 14, 2020); *See* Long Beach RiverLink planning document, <http://www.longbeach.gov/globalassets/park/media-library/documents/business-operations/about/in-development/riverlink-report/>: (last visited Nov. 14 2020).) The MND also fails to examine or even mention the Project's inconsistency with horse overlay zones that cover sections of the surrounding Los Cerritos neighborhood. (Ord. C-6533 § 1 (part), 1988.) These horse overlay zones were approved to preserve and protect Los Cerritos' unique culture and cherished community.

The Project sits near one of the last remaining equestrian-zoned properties within the City of Long Beach, located adjacent to the Los Angeles County Flood Control/Historical Equestrian Trail. This area has specific and unique needs which incorporate utilization and access of the existing sized strip of County Land parallel to the Flood Control region for ingress/egress, emergency services, access to the Equestrian trail and preservation of the zoning and intended use of residents' lands. Approving the Project would adversely impact equestrian-zoned properties and adjoining trails. West Long Beach community members have worked for years to maintain groups like the Wrigley Equestrian community while furthering the City's ambitious RiverLink plan, in hopes of strengthening community connection to natural spaces throughout Long Beach. The Riverpark Coalition encourages the City to work with stakeholders and community advocates to preserve and help realize this shared vision.

XIV. Impacts to Biological Resources (Southern tarplant) Would be Significant.

The Project would require the removal of southern tarplant, a special-status plant species with a 2B.2 California Rare Plant Rank that is known to occur onsite. (MND, p. 5-20 [“southern tarplant (*Centromadia parryi* ssp. *australis*), was observed onsite”]; “an estimated total of 830 southern tarplant individuals were identified within the Project limits for the Artesia Parcels.”) Southern tarplant is considered a California Rare Plant Rank (CRPR) List 1B species, which indicates that it is considered rare, threatened, or endangered within California by the California Native Plant Society (CNPS).

Stating the southern tarplant populations will be avoid “if possible” as the MND does (MND p. 5-24), is impermissible and ineffective deferred and vague mitigation of likely impacts to this special status species. Nor is potential transplantation of them shown to reduce impacts. Scientific literature has not shown that transplantation of sensitive species into areas of microhabitat where they do not occur is an effective mitigation strategy in assuring long-term persistence of the species. For example, CDFW commented to this effect in a July 17, 2017 letter to the County of Los Angeles regarding the draft EIR for the Centennial Project specific plan (State Clearinghouse Number 2004031072) in a letter written by Julie A. Vance, the Regional Manager. Therefore, CDFW does not support transplantation of rare plants as a mitigation strategy. CDFW recommends avoidance of rare plant populations by delineation and observation of a no-disturbance buffer from the outer edge of the plant populations or specific habitat types, including a sufficient buffer area that ensures habitat is available for pollinators, maintains the current topography and drainage conditions of existing plant populations, and minimizes anthropogenic impacts. Impacts to the southern tarplant should be regarded as significant and an EIR prepared to develop adequate mitigation measures to avoid or mitigate their removal.

XV. We Are Calling Upon State Officials and Agencies to Support the Community and Demand a Full Environmental Impact Report (EIR) Be Prepared.

The Riverpark Coalition is advising public officials (both elected and administrative) that they should support the community in demanding a full EIR before considering the proposed Project.

The Attorney General has demanded full EIR review rather than reliance on an MND in other disadvantaged communities potentially affected by environmentally damaging projects. (Enclosure 3.) Similarly, an EIR should be required for this Project.

DTSC is a responsible agency, as defined by CEQA. It will be conducting a public comment period for a Response Plan for the Project site. DTSC's public comment period begins on November 16 and runs through December 18 with a public hearing to be held on December 2, 2020. (See DTSC Events Calendar, Public Meeting for the Long Beach Industrial ParkEvents <https://apps.dtsc.ca.gov/calendar/event_details.cfm?event_id=5725&cur_date=12/02/2020>)

(last visited Nov. 14, 2020).) DTSC should demand that the City prepare an EIR prior to DTSC finalizing its review of the Response Plan so that DTSC will be able to evaluate the response adequately.

The Native American Heritage Commission (NAHC) is also a responsible and trustee agency pursuant to CEQA. The presence or likely presence of cultural resources on site demand a full investigation through an EIR. AB 52's requirements for consultation regarding projects that may affect Native American cultural resources would be aided by the preparation of a full EIR.

The State Office of Historic Preservation (SHPO) must be regarded as a trustee agency because of the impacts the Project could have on cultural resources associated with the pre-Spanish and Spanish colonial period in the same way the Juan Bautista de Anza Trail is associated with the California State Historic Park in Los Angeles.

The California Department of Fish and Wildlife is a responsible and trustee agency because of the presence of protected species such as the southern tarplant. In order to fully assess the project's impacts on this and other protected species, CDFW should require an EIR.

The Regional Water Quality Board should also investigate potential contaminated water migrating from the site to surrounding properties towards the Los Angeles River.

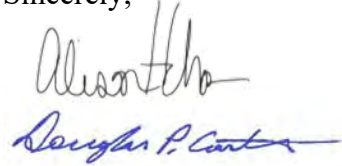
Finally, the South Coast Air Quality Management District (SCAQMD) should be consulted and should investigate potentially toxic area emissions, odors and noxious gases escaping from the Project area, and how the Project could affect those emissions.

Conclusion

Thank you for considering our comments. We look forward to the City's preparation of an EIR for this Project that carefully considers the direct and cumulative environmental impacts of the Pacific Place Project and that contains a thorough analysis of alternatives and mitigation measures designed to reduce and avoid these adverse impacts on the City of Long Beach and its residents.

We ask that you inform us of any future Project notices pursuant to Public Resources Code section 21092.2 and applicable Municipal Code requirements. We further request that you retain all Project related documents including correspondence and email communications as required by CEQA. (*Golden Door Properties, LLC v. Superior Court of San Diego County* (2020) 52 Cal.App.5th 837 [agency “must retain writings”].)

Sincerely,

The block contains two handwritten signatures. The first signature, in black ink, appears to read 'Alison Hahm'. The second signature, in blue ink, appears to read 'Douglas P. Carstens'.

Alison Hahm
Douglas P. Carstens

Enclosures:

1. RiverPark Coalition Notice to Neighbors
2. RiverLink Report.
3. Attorney General Letters about Mitigated Negative Declarations by Attorney General Xavier Becerra and Deputy Attorney General (DAG) Abigail Blodgett (Feb. 7, 2020, regarding Latitude Business Park, DAG Jessica Wall (Jan. 27, 2020, regarding Bridge Point South Bay II-Warehouse Project), and DAG Robert Swanson (January 31, 2019)

Enclosure 1

RIVERPARK COALITION

RIVERPARK COALITION



Dear Neighbors,

We need your support in stopping the proposed development at 3701 Pacific Place, the former Golf Driving Range (just south west of Crown Point, across from Los Cerritos Elementary and Park). What they plan on developing is a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and office space (77,000 sf with 11 Truck Loading Docks) and a carwash. This site was formerly a storage of toxic waste and sewage that was buried and covered by a plastic membrane in the 1980s to limit to neighborhood exposure to the toxic materials and gases. In order to build this new development they are grading and moving this toxic soil, kicking up hazardous dust that is carried by the prevailing winds into our community.

Our western Long Beach has a severe need for more parks and open space, because of our historical development that favored industry which resulted in higher levels of pollution. With your support, we can stop the development of this brownfield site and work with Federal, State, and Local Agencies to address what will really benefit our communities; more forested parks and open space to serve as the lungs of our neighborhoods and create parity between eastern and western Long Beach. The eastern side of Long Beach has seventeen times more parks and open space than our western side.

The alternative to illegal use of this land for motocross is not more asphalt that creates urban heat islands; this is a shortsighted approach. Let's think about the long-term health of our neighborhood and the future generations. There will never be another opportunity for the city to acquire and develop this many acres for parkland. This is our only chance.

RIVERPARK COALITION

What we ask from you, our neighbors, is letters opposing this project based on whatever issues you find of concern. Some examples:

- Loss of the last large piece of open space to development
- Construction noise
- Stirring up of contaminated soils
- Storage yard and warehouse visible from the Los Cerritos Park
- Declining property values because the creation of industrial use
- Not a fit with our community

Feel free to use all or part of these points in your letter or add others as you see fit.

Helpful background:

- 1) The City has not requested a full EIR, only what is called a Mitigated Negative Declaration. You may review the document at:
<http://www.longbeach.gov/lbds/planning/environmental/reports/>
- 2) There are a few points that you may find questionable, such as the fact that:
 - a) The Development has not been fully entitled, yet the developer has been allowed to grade the site flat and remove all vegetation
 - b) The developer has been allowed to build a fifteen foot mound of dirt for the purposes of compacting the soil called surcharging (they call it a test) that is commonly done *after* the permit for construction has been issued. A construction permit has not been issued to date.
 - c) The Department of Toxic Substances Control (DTSC) has not completed its study of the site, not held a public meeting, yet grading has spread potentially contaminated dust into our neighborhood.
 - d) Traffic caused by the proposed development has not been fully analyzed, nor how it will impact our air quality or traffic patterns.
 - e) Potentially contaminated storm drainage has not been adequately studied or addressed.
 - f) Property Re-Zoned from Open Space to Industrial in 2018, without adequate notice to Neighbors of Los Cerritos, Wrigley or Bixby Knolls.
- 3) *Letter of protest must be received by November 16th, Mail or Email to:*

NAME: Ms. Amy L. Harbin, AICP
TITLE: Planner
EMAIL: LBDS-EIR-Comments@longbeach.gov
ADDRESS: City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
PHONE: (562) 570-6872

Public Review: From October 19, 2020 to November 16, 2020

RIVERPARK COALITION

For more information and to join Riverpark Coalition, please visit our Facebook group:
<https://www.facebook.com/groups/706635480263221>

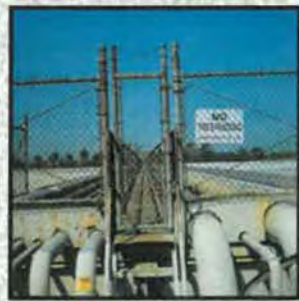
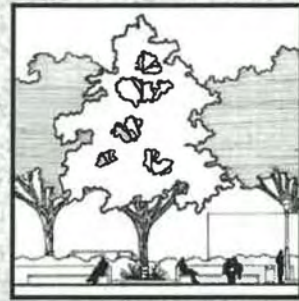
Sincerely,

Riverpark Coalition



LOCATION MAP

Enclosure 2



Long Beach RiverLink

February 2007

ACKNOWLEDGEMENTS

The Long Beach Department of Parks, Recreation and Marine would like to thank and acknowledge the following individuals for their contributions to the RiverLink plan:

San Pedro Bay Estuary Project

Susan Zoske, Director

Design Team

606 Studio, Department of Landscape Architecture
California State Polytechnic University, Pomona

Edward Anaya

James Chaddick

Jon Loxley

Jeremy Person

Professional Advisory Group

Lynn Capouya, ASLA, Lynn Capouya, Inc.

Mark von Wodtke, FASLA, Claremont Environmental Design Group

Meg R. Beatrice, AIA, Architecture M

Mark Grisafe, AIA, Ron Yeo & Associates

Ruth Meghiddo, AIA

Rick Meghiddo, AIA

Jon Summers, AIA

Rick Harter, Executive Director, Los Angeles and San Gabriel Rivers
Watershed Council (2004)

Mike Bassett, Executive Director, Conservation Corps of Long Beach

A special thanks to Susan Zoske and Joan Greenwood for conceiving of a cost effective approach to accomplishing the RiverLink study and assembling the consultant team.

Long Beach Department of Parks, Recreation and Marine

Phil T. Hester, Director

Dennis Eschen, Manager of Planning and Development

Geoffrey Hall, Special Projects Officer



RIVERLINK GENESIS

The RiverLink concept took root in January 2003, when the Department of Parks, Recreation and Marine contracted with the San Pedro Bay Estuary Project, a local non-profit agency, to manage a study of the opportunities to create a continuous greenway along the east bank of the Los Angeles River. The west bank of the Los Angeles River was not included in the study due to the close proximity of the 710 Freeway and the discussions that were taking place regarding its potential redesign. However, it will be possible to transfer some of the design concepts to the west bank as the overall 710 Freeway plan is implemented.

The RiverLink project team was comprised of graduate students from Cal Poly Pomona's Department of Landscape Architecture – a group known as the "606 Studio." The team held a series of 12 public outreach meetings in neighborhoods along the Los Angeles River, and then set about to develop their plan.

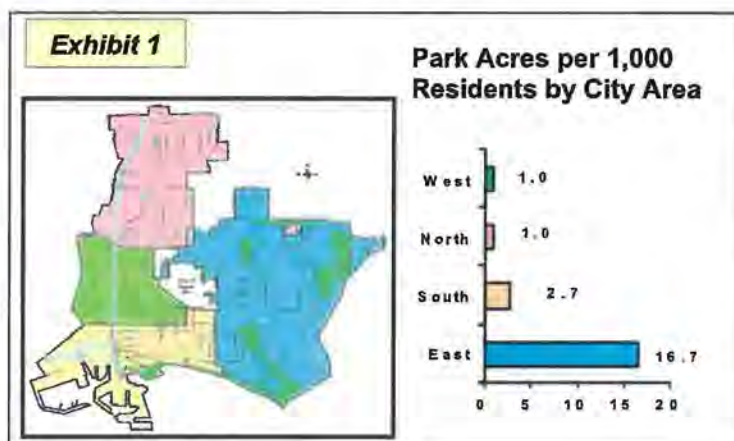


The RiverLink plan was presented to the public in June 2003, as the students' Master's Degree project. It was then refined by a committee of volunteer design professionals who critiqued and supplemented the plan, and by feedback from the community in a second series of meetings.

The plan was presented to the Parks and Recreation Commission in December 2004 as the San Pedro Bay Estuary Project's final report. It was approved in concept by the Parks and Recreation Commission in April 2005, with staff suggested revisions and recommendations.

OPEN SPACE NEEDS

The City has a great need for additional parkland, especially along the western edge of the City, where the Los Angeles River is located. The City's Open Space and Recreation Element approved in October 2002 established a goal of having an average of eight (8.0) acres of recreational open space per 1,000 residents. Currently, the city has a citywide average of 5.4 acres.

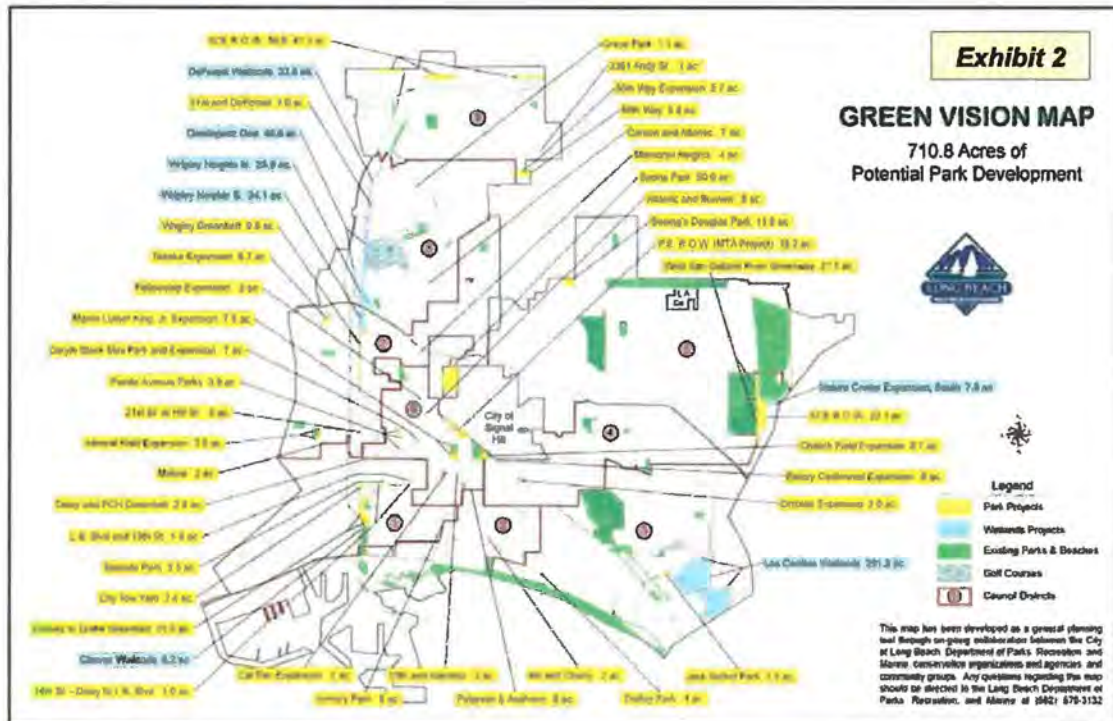


However, as shown in *Exhibit 1*, there is tremendous disparity in the distribution of open space across the City. The eastern quadrant of the City has 16.7 acres of open space per 1,000 residents, whereas the northern and western quadrants have a mere 1.0 acre per 1,000 residents. The southern section is not much better with just 2.7



acres per 1,000 residents. Thus, it is essential that the City continue to concentrate its park development efforts in underserved areas.

The map below (*Exhibit 2*) shows all of the opportunities that have been identified for new park space, as of February 2007.



The large majority of these opportunities are in the city's underserved areas, and many of them are along the Los Angeles River. RiverLink views these opportunities as an integrated system, rather than viewing them as individual projects.

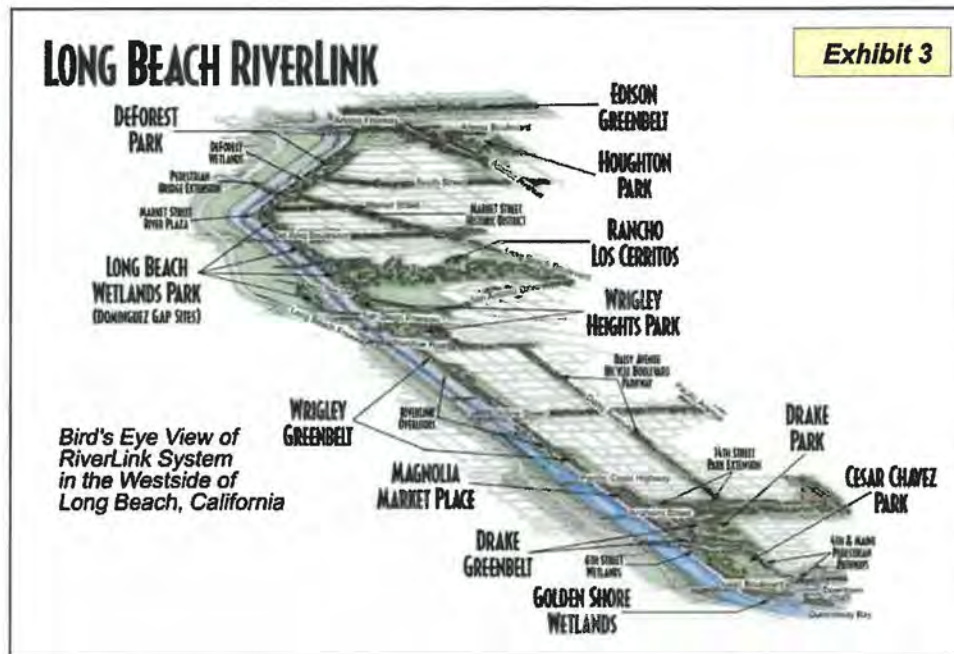
RIVERLINK VISION

RiverLink seeks to define a sense of place and envision possibilities for an integrated open space system for the west side of Long Beach. The plan provides a framework to connect west side neighborhoods, and greater Long Beach, with the Los Angeles River greenway.





Exhibit 3 shows more specifically what the framework or system could look like when RiverLink is fully implemented.



Long Beach's vision for the Los Angeles River, which is not unlike that of the City of Los Angeles', is one of a river that provides aesthetic, recreational, and ecological benefits, in addition to serving its flood control purposes. Where RiverLink differs from the City of Los Angeles' plan is that it does not currently envision a reconfiguration of the existing flood control levees.

The following are renderings taken from the City of Los Angeles' Los Angeles River Revitalization Master Plan:





Los Angeles is not the first metropolitan area to renovate a channelized, urban river. The following photos are examples of urban rivers in other cities:



San Jose, CA



Denver, CO



Indianapolis, IN



Vista, CA



Richmond, VA

RIVERLINK GOALS

The main goals of RiverLink are:

- To identify areas for the acquisition of additional open space.
As previously mentioned, the City is seeking to provide eight (8.0) acres of recreational open space for each 1,000 residents of the city. To achieve this, approximately 1,100 acres needs to be added to the current inventory of 2,855 acres.
- To identify ways to connect city residents to the Los Angeles River.
This is primarily oriented toward improving physical access to the bicycle and pedestrian trails on the levees and open spaces along the River.
- To identify locations along the Los Angeles River where the native habitats could be restored.
This is to preserve the scarce remnants of Long Beach's biological heritage, and to allow that heritage to recover to the point that its existence will no longer be threatened. Furthermore, this is to provide places of contact where residents can understand and value that heritage.
- To improve the aesthetics of the Los Angeles River and the City.



RIVERLINK COMPONENTS

RiverLink addresses the historical Los Angeles River basin, or habitat zone, in Long Beach. This habitat zone is shown in blue in *Exhibit 4*. Habitat is generally defined as the environment in which biological populations (e.g., vegetation, insects, animals) live and grow. Six types of vegetation were known to have existed within the habitat zone: native grassland, riparian woodland, oak woodland, coastal sage scrub, emergent wetland, and tidal wetland.

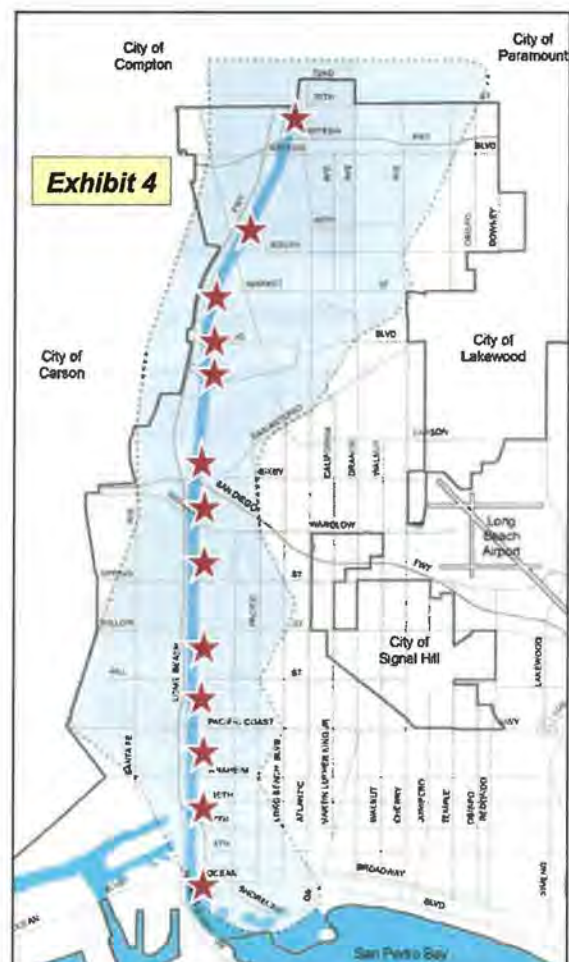
RiverLink has four main components within the habitat zone:

- ❖ Destinations
- ❖ Gateways
- ❖ Pathways
- ❖ Connections

Each of these components will be discussed separately. It is important to note that RiverLink is a conceptual plan. The large majority of the Destinations, Gateways, Pathways, and Connections presented are simply ideas to be discussed and pursued.

DESTINATIONS

Destinations are places where accessible recreational open space or habitat restorations are located. The locations of the destinations proposed by RiverLink are depicted as stars in *Exhibit 4*.



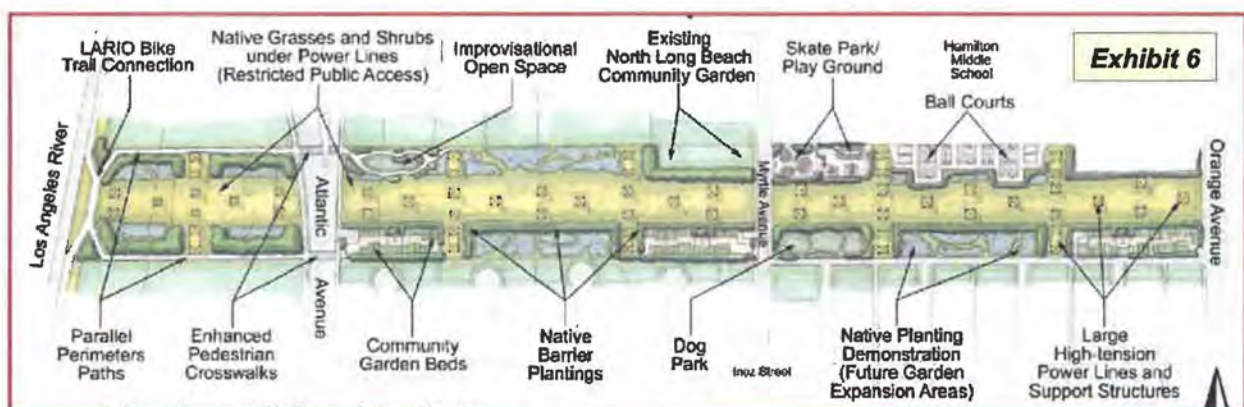


Destination 1: SCE Transmission Right-of-Way

This site, which is the northernmost destination, provides an open visual access way to the Los Angeles River from Atlantic Avenue, without the need to cross through an established residential neighborhood (see *Exhibit 5*). The site is also near horse trails and stables on flood control right-of-way, and near economically underproductive commercial and industrial properties that could be added to create a community scale park, possibly extending as far south as Artesia Boulevard.



Exhibit 6 is a rendering of what the SCE right-of-way could look like.





Destination 2: DeForest Park and Wetland

DeForest Park is a 16-acre park adjacent to the Los Angeles River (see *Exhibit 7*). South of the park is a 34-acre Los Angeles County flood detention basin. The detention basin is planned for a habitat restoration with walking trails, observation overlooks and educational displays (see *Exhibit 8*). A “nature center building” at the edge of the park with a classroom and an outdoor amphitheater is a long-term possibility. RiverLink supports and incorporates this proposed use. The development concept is to take the dry season flows from three major storm drain lines and reconfigure the flows into a stream like condition.

Natural wetland processes will be utilized to clean the water before its eventual discharge into the Los Angeles River. The project will recreate deep and shallow water habitats, as well as native habitats adjacent to the stream and on the upper slopes of the detention basin. The walking trails will be designed so as to protect the native habitats, while providing adequate exposure and viewing education and nature watching.





Destination 3: Market Street Overlook

The intersection of Market Street and Long Beach Boulevard is the historical commercial hub of North Long Beach, and it is only two blocks from the Los Angeles River (see *Exhibit 9*). The levee of the River is close to the elevation of Market Street, and the River bends at that location to provide a dramatic view sweeping from the downtown Los Angeles skyline to the Palos Verdes Peninsula.



Taking advantage of the that opportunity, RiverLink proposes a pedestrian plaza spanning across the DeForest Detention Basin, as an extension of Market Street as a main street square for North Long Beach (see *Exhibit 10*).





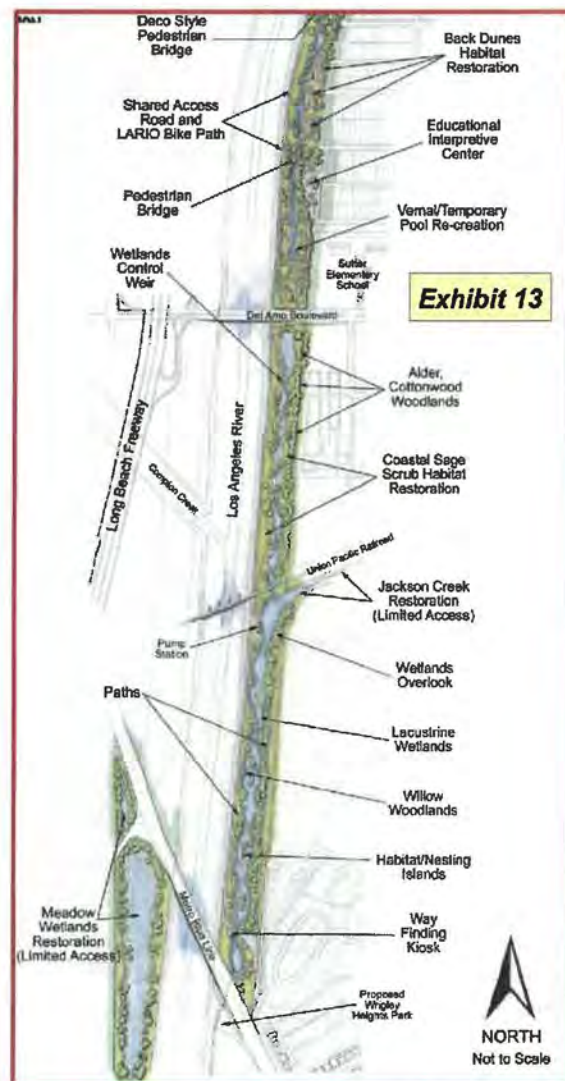
Destination 4: Dominguez Gap

Dominguez Gap contains two flood retention and recharge basins in a 50-acre area, with one basin located on each side of the Los Angeles River (see *Exhibit 11*).



Los Angeles County Department of Public Works is in the process of restoring the eastern basin, which extends from Del Amo Boulevard to the I-405 Freeway, as riparian wetland (see *Exhibit 12*). Public access trails, overlooks, and educational displays will also be included. The west basin will continue to be used for ground water recharge of storm runoff and will be enhanced with native plantings.

Exhibit 13 provides an idea of what the project will look like when it is finished.



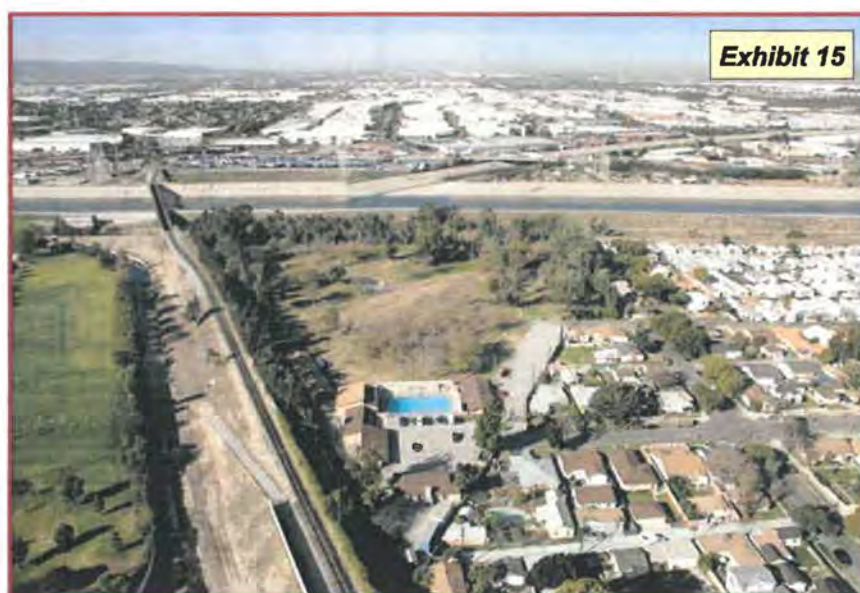


Destination 5: Reid Boy Scout Camp

The Reid Boy Scout Camp is located adjacent to the Dominguez Gap East Basin on its west and adjacent to the Union Pacific Railroad Line on its south (see *Exhibit 14*).



This site is 10 acres of open space used by the Boy Scouts for camping and administrative offices (see *Exhibit 15*).



RiverLink recommends that the site be considered for acquisition as an open space destination, if it is ever proposed for conversion to another use.



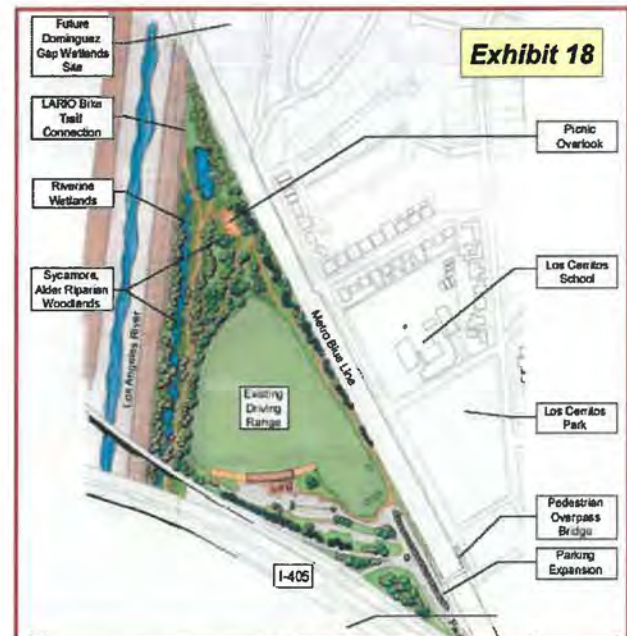
Destination 6: Wrigley Heights - North



Wrigley Heights is a 50-acre area split into two parts by the I-405 Freeway. The northern portion, or Wrigley Heights - North, contains two main parcels, a site that is part of the Los Angeles River flood control right-of-way and a privately owned site used as a driving range (see *Exhibits 16 & 17*).



RiverLink proposes keeping the driving range and improving the excess River right-of-way as a riparian woodland to complement the adjacent wetland at Dominguez Gap (see *Exhibit 18*).





Destination 7: Wrigley Heights - South



The southern section of Wrigley Heights, or Wrigley Heights - South, contains four properties. Two of these are small properties the City has acquired. A large privately owned parcel separates the City owned parcels (see *Exhibits 19 & 20*). The Los Angeles River flood control right-of-way is the fourth parcel.

RiverLink proposes that as much of the area as possible become an open space destination containing a restored wetland, riparian woodland, pedestrian and bicycle paths, and a neighborhood park with a playground, picnic areas, and other amenities (see *Exhibit 21*). Any private development in this area should be buffered from the Los Angeles River right-of-way by a setback, not less than 15 feet wide, of riparian woodland plants.





Destination 8: Wrigley Greenbelt - North

This is the area of excess Los Angeles River right-of-way extending from Wardlow Road to Willow Street (see *Exhibit 22*). It is east of the fenced right-of-way and has been partially landscaped (see *Exhibit 23*).

Further improvements proposed are additional native landscaping, especially replacing existing ice plant, decomposed granite walking/jogging trails, exercise stations, and vegetated swales and/or the day-lighting of existing storm drain lines to create a stream-like amenity.

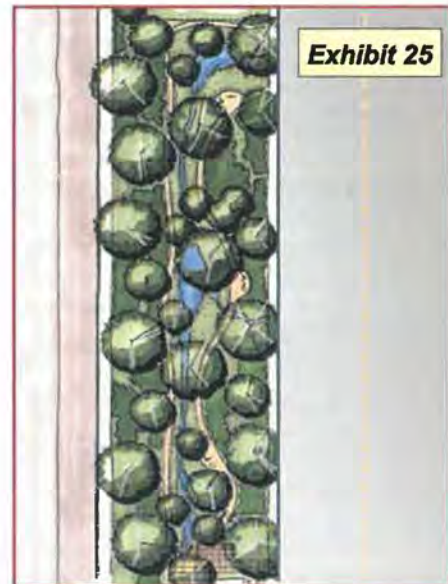




Destination 9: Wrigley Greenbelt - South

This is the area along the river from Willow Street to Hill Street (see *Exhibit 24*). In this area, DeForest Avenue separates the residential neighborhood from the Los Angeles River, but only the back yards of homes front on DeForest, and the edge of DeForest adjacent to the river right-of-way is unimproved.

RiverLink proposes to narrow the DeForest Avenue roadway and improve the edge adjacent to the River with a decomposed granite walking/jogging path, with exercise stations and an allee of riparian woodland trees (see *Exhibit 25*).





Destination 10: Los Angeles River Greenway



This is the area between Hill Street and Pacific Coast Highway (see *Exhibit 26*). The City owns a number of scattered parcels in this area, generally between homes and the Los Angeles River.

RiverLink proposes linking these parcels, wherever possible, and constructing a greenway similar to the Wrigley Greenbelt. Bridge abutments at Pacific Coast Highway and at Willow Street provide sizable turf areas. These should be preserved as landscaped areas, expanded into unneeded roadway rights-of-way, where possible, and improved as mini-parks.

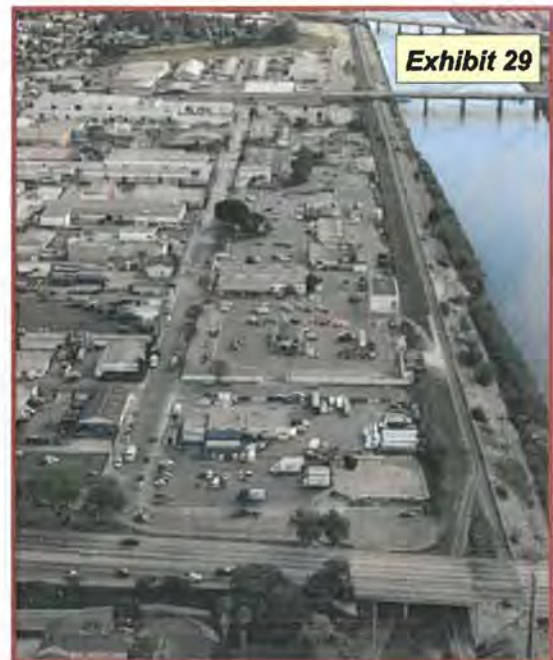
Exhibit 27 is a photo of the recently completed greenway area between 21st and Hill Streets, which is at the northern end of this destination.





Destination 11: City Public Service Yard

In the area between Pacific Coast Highway and Anaheim Street, the City owns and uses most of the blocks adjacent to the Los Angeles River as the City's corporate yard (see *Exhibits 28 & 29*). With consolidations of operations, some of the area is believed to be excess and is being evaluated for reuse.



As the property to the east is all in industrial use, the site is not viewed as suitable for use as part of RiverLink. However, one unused building on the site, a former Pacific Electric Railway depot, is of historic and aesthetic importance. This building should be preserved and moved to a park site to be reused as a community recreation center, or used as a rest area adjacent to the Pacific Coast Highway – Los Angeles River connection. Further, reuse of the sites should be buffered from the River by a setback, not less than 15 feet wide, landscaped with riparian woodland plants.

Finally, an area should be reserved adjacent to Anaheim Street for a bicycle connection to the LARIO Trail and small landscaped rest area, and the public right-of-way under the Anaheim Street Bridge retained.



Destination 12: Riverside Park (Drake/Chavez Greenbelt)

This is the area along the Los Angeles River from Anaheim Street to Ocean Boulevard. This is about a 25-acre area, including unused and underused industrial property and vacant public right-of-way (see *Exhibits 30 & 31*). The City has acquired this property, which will connect Drake and Cesar E. Chavez Parks together under and around various roadway overpasses and bridges.



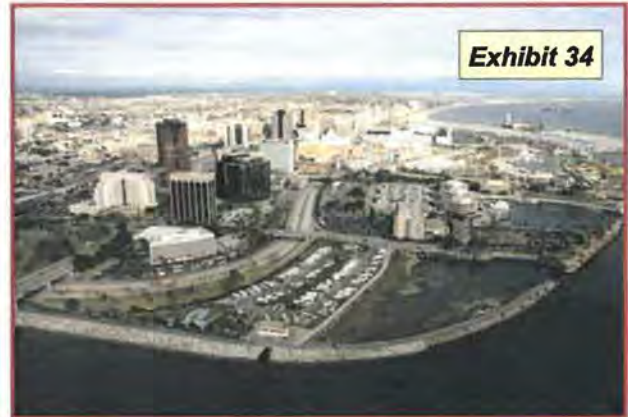
RiverLink proposes that the area be used to create a neighborhood park closest to the residential neighborhood of Willmore City, and a saltwater tidal wetland closest to the River (see *Exhibit 32*). Existing industrial buildings will be investigated for reuse as an urban nature center. Whenever possible, unused street rights-of-way and bridge abutments should be landscaped, or covered with murals or river rock treatment consistent with the Cesar E. Chavez Park design theme. It should be noted this particular conceptual plan does not account for the potential realignment of the 710 Freeway. RiverLink will adjust to that design.





Destination 13: Golden Shore Biological Reserve

This six-acre area, which is the southernmost destination, is a former small boat launch ramp that has been converted into a saltwater marsh at the mouth of the Los Angeles River (see *Exhibits 33 & 34*).



As proposed in RiverLink, a rest area is being developed on part of the rock dike that defines the wetland from the River to provide an overlook area for viewing the wetland and the river, and as a rest area at the terminus of the LARIO Trail (see *Exhibit 35*).

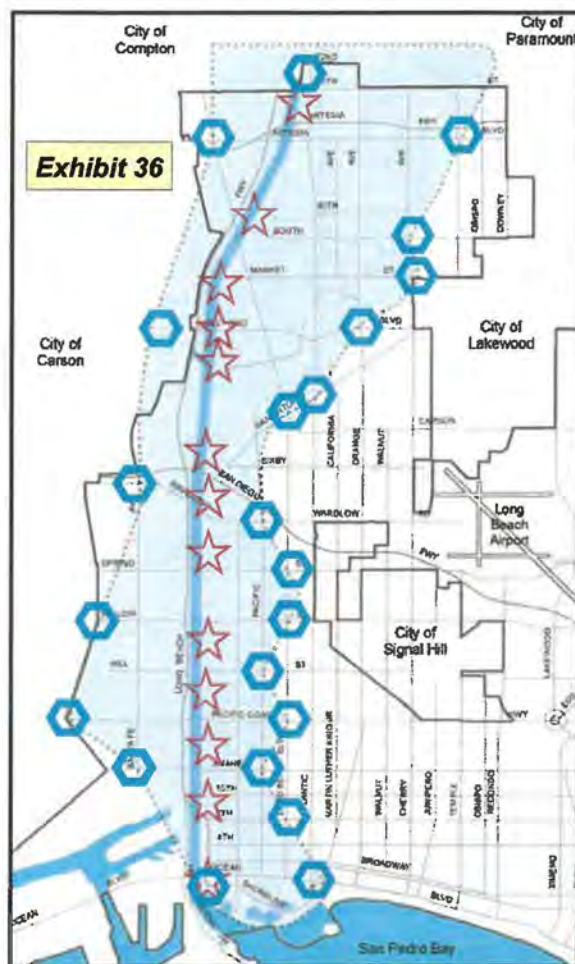
A grant has been received to make this improvement. Educational signage has been installed, and a gateway obelisk will provide information about the wetland and more clearly make the beginning of the LARIO Trail.





GATEWAYS

The second component of RiverLink is **Gateways**. RiverLink seeks to identify the native Los Angeles River habitat zone by creating gateway markers along major thoroughfares to indicate the entry into the habitat zone. The locations of the gateways proposed by RiverLink are depicted as hexagons in *Exhibit 36*.



Gateways are those points where a visitor begins the journey along a pathway towards a connection or destination.



As envisioned, the gateway markers would be obelisks in the roadway medians (see *Exhibit 37*). The obelisks would be uniform in size and format, but would contain design elements specific to the architectural history of the neighborhood being entered and would contain neighborhood identifying graphics.

The following photos are public art pieces utilized as gateway markers in other cities:



San Diego, CA



Palm Desert, CA



San Francisco, CA

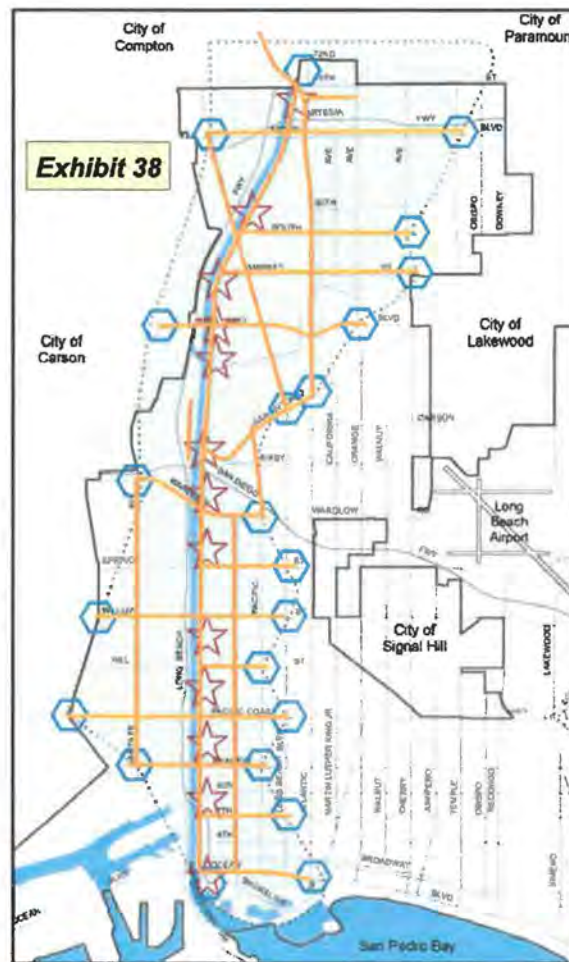


Des Moines, IA

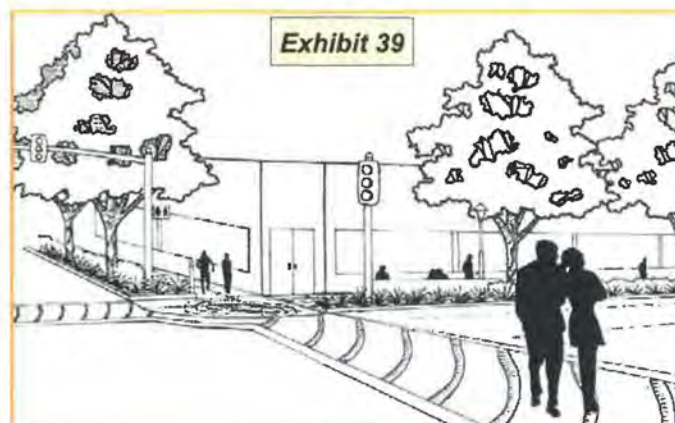


PATHWAYS

The third component of RiverLink is **Pathways**. RiverLink proposes a large network of pathways (see *Exhibit 38*).



Pathways facilitate movement in and around the neighborhoods to the Los Angeles River (see *Exhibit 39*).





The following photos are examples of pathways in other cities:



Los Angeles, CA



Phoenix, AZ

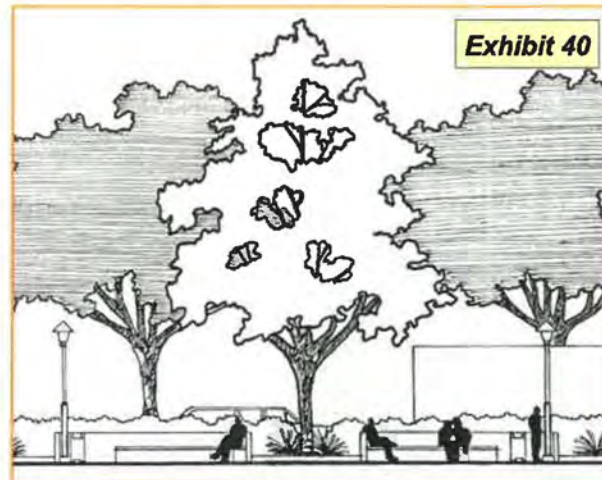


Phoenix, AZ



Tucson, AZ

Pathways also encourage pedestrian activity by providing amenity zones where people can stop and rest comfortably (see *Exhibit 40*).



The following photos are examples of amenity zones (rest areas) in other cities:



San Francisco, CA



San Diego, CA



San Jose, CA

There are two types of pathways in RiverLink – the Los Angeles River Trail (LARIO Trail) and “CityLinks.”



LARIO Trail

The LARIO Trail is a regional trail with bicycle and pedestrian areas on the top of the Los Angeles River's levee, and an equestrian trail, north from Wardlow Road, generally adjacent to the base of the levee (see *Exhibit 41*). This is a Los Angeles County trail system that provides a regional connection.

As important and heavily used as the LARIO Trail is, it has deficiencies in width, rest locations, shade, traveler orientation and perceived safety. Built as a maintenance road on the River levee, it lacks the amenities of a full recreational trail. RiverLink proposes to provide those amenities by creating landings on the sides of the levees to provide extra room for rest areas without interfering with the travel on the top of the levee (see *Exhibit 42*).



The following photos are examples of river overlooks in other cities:



New York, NY



San Luis Obispo, CA



Chattanooga, TN



CityLinks

“CityLinks” are bicycle and pedestrian pathways that connect neighborhoods to the LARIO Trail. From north to south, the proposed CityLinks are:

Southern California Edison has a transmission line right-of-way that crosses North Long Beach in an east/west direction from the Los Angeles River to the eastern edge of north Long Beach only a few blocks from the city’s northern border (see *Exhibit 43*). Easements should be acquired throughout the right-of-way with eventual potential connection to the San Gabriel River through Bellflower and Lakewood.



There is an existing connection from the LARIO Trail to DeForest Park just north of the DeForest Wetland (see *Exhibit 44*). This connection should be maintained and enhanced with a rest area, and extended as a Class 2 (on-street) bicycle path to Jaymills Avenue and South Street.





Market Street provides an opportunity to make an additional connection to the LARIO Trail (see *Exhibit 45*). Market Street currently terminates at the edge of the DeForest Detention Basin. From that point, a relatively small grade difference separates Market Street from the levee of the DeForest Basin, and the levee of the DeForest Basin provides a connection to the LARIO Trail. Market Street then provides a Class 2 (on-street) bicycle path opportunity across North Long Beach.



Del Mar Avenue adjoins the Dominguez Gap East Basin (see *Exhibit 46*). It can be linked to the LARIO Trail through the pathways being developed for the Dominguez Gap Wetland Restoration Project. It then connects to a Class 2 (on-street) bicycle path on San Antonio Drive. This can also provide a connection to the Wrigley Heights - North and South Destinations.

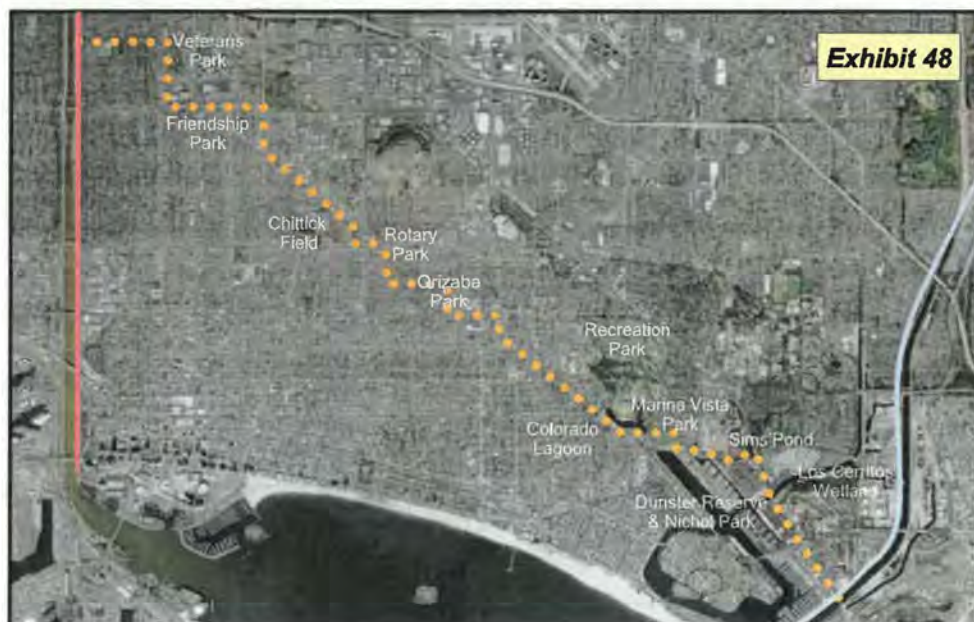




A CityLink is proposed at the Wrigley Heights - South destination (see *Exhibit 47*). This would connect back to the Wardlow Road Class 2 (on-street) bicycle path.



The former Pacific Electric right-of-way runs diagonally across the city from the north to south, from the middle of the city on the western boundary to the southeast corner. From the western border to Willow Street at Long Beach Boulevard, the right-of-way has been used for the MTA Blue Line. Approximately one-half of the former right-of-way has been developed, and one-half is vacant, with the City owning most undeveloped blocks. Blocks at Orizaba Park and Rotary Centennial Park have been developed as parks. Acquisition of additional sections is underway. Eventually, a mix of Class 1 (off-street) and Class 2 (on-street) bicycle paths will extend from Alamitos Bay to the LARIO Trail at Spring Street (see *Exhibit 48*).





Before leaving the Pacific Electric right-of-way, it is interesting to note how it will look and function as a pathway as the various right-of-way properties are acquired and developed as parkland. The photos below show the Rotary Park site, which is located on the former right-of-way, prior to and after development.



Another Citylink is 14th Street (see *Exhibit 49*). 14th Street Park is a five block-long linear park in the middle of 14th Street. This was once the right-of-way of a Pacific Electric Railway spur.



This will be rebuilt as a Class 1 (off-street) bicycle path from the future Seaside Park at Chestnut Avenue to the Long Beach Boulevard Blue Line stop at Anaheim Street. A Class 2 (on-street) bicycle path on the north side of Anaheim Street from Magnolia Avenue to Golden Avenue, a frontage road west of Golden could accommodate a Class 1 section to connect to the LARIO Trail, or to Riverside Park (Drake/Chavez Greenbelt) under the Anaheim Street Bridge. Alternately, this pathway could connect to the Riverside Park by crossing Anaheim Street at Daisy Avenue.



The next CityLink pathway is the Los Angeles River to Downtown Connection (see *Exhibit 50*).



This recently constructed pathway uses the underpass under Shoreline Drive to connect the Civic Center and the Transit Mall at 1st Street with the LARIO Trail. Class 2 (on-street) and Class 3 (on-street, no lane) bicycle path sections on 6th and 7th Streets, and Chestnut Avenue would connect the underpass to the Civic Center. The proposed extension of 1st Street, and installation of a traffic signal, provides another link to the downtown area.

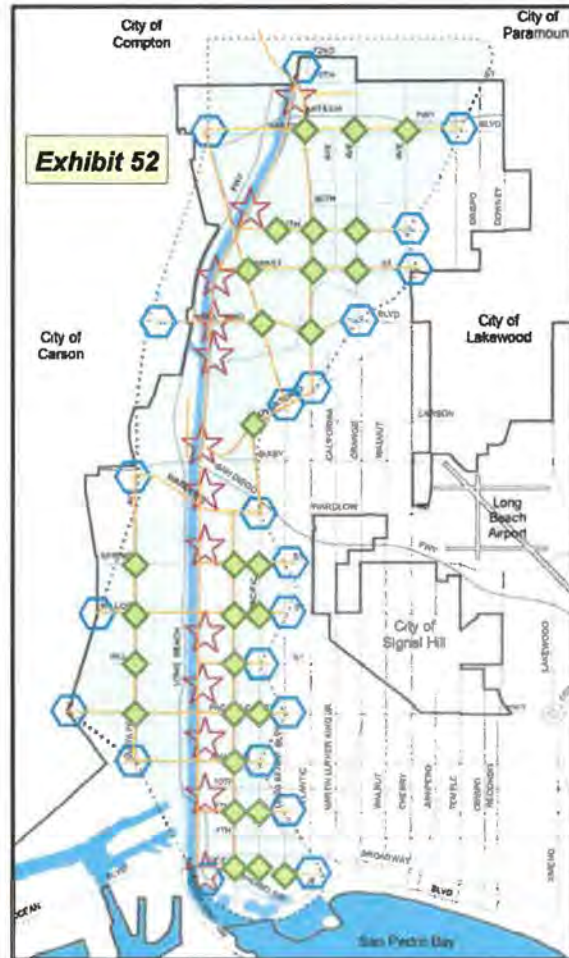
The final CityLink is Daisy Avenue (see *Exhibit 51*). Daisy Avenue is a north/south street with a wide and unique median and relatively light traffic between Willow Street and Pacific Coast Highway. South of Pacific Coast Highway, it is a more typical residential street that then allows a connection to the Riverside Park trail south of Anaheim and to the LARIO Trail at Anaheim.



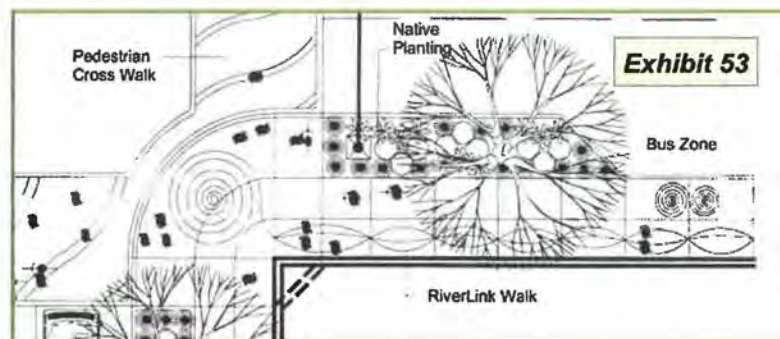


CONNECTIONS

The fourth, and final, component of RiverLink is **Connections**. Connections link pathways together, and they are of particular importance as they provide access to the LARIO Trail or the destinations. The locations of the connections proposed by RiverLink are depicted as diamonds in *Exhibit 52*.



Such connections will be marked by pavement markings that have a directional content with a swirl pattern or “eddy” leading to a directional arrow. This can be done in the sidewalk markings and in lamp pole logos (see *Exhibit 53*).





The following photos are examples of connections in other cities:



Santa Monica, CA

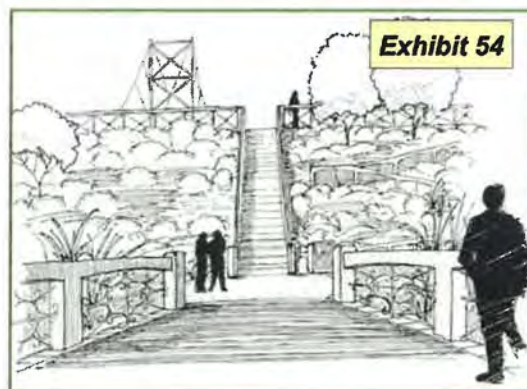


Athens, GA



San Jose, CA

Connections along the greenway provide universal access to the Los Angeles River, and improve the public perception of safety (see *Exhibit 54*).



The following photos are examples of greenway connections in Los Angeles and other cities:



Los Angeles, CA



Los Angeles, CA



Los Angeles, CA



Chattanooga, TN

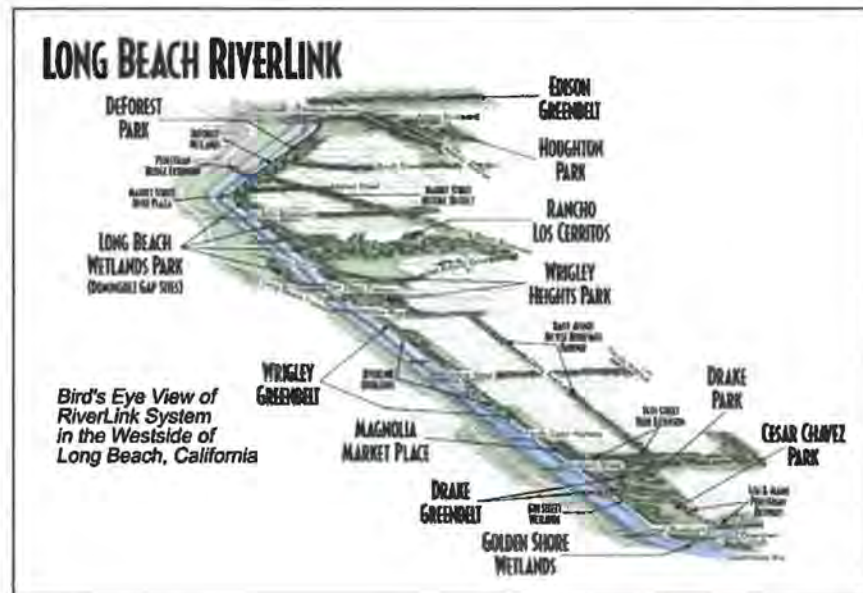


Phoenix, AZ



SUMMARY

To summarize, RiverLink provides a vision of an integrated open space system and a framework to connect west side neighborhoods, and greater Long Beach, with the Los Angeles River. When fully implemented, RiverLink will comprise 263 acres of open space. Of this amount, 217 acres are not currently counted in the city's acreage total.



FUNDING

Funding obtained for RiverLink as of February 2007 includes:

- \$14.4 million in grants for land acquisition, with up to \$2 million more expected from Los Angeles County. Eighteen (18) acres have been purchased to date. Purchases include two parcels in Wrigley Heights: South, the MTA property, the ceramics factory property, and the Union Pacific Railroad property in Riverside Park (Drake/Chavez Greenbelt).
- \$700,000 in grants received for feasibility studies and design costs associated with the DeForest Wetlands. A grant for \$3 million to develop the wetlands has been submitted.
- \$190,000 in grants for Golden Shore rest area. Construction is set to begin in Fall 2007.
- Los Angeles County has spent approximately \$7 million on the design and construction of the Dominguez Gap wetlands. The project is 50 percent complete.
- Lastly, a portion of the \$25 million CDBG park bond approved by the City Council will be devoted to RiverLink projects.



NEXT STEPS

On February 15, 2007, the Parks and Recreation Commission approved RiverLink (as presented herein) in concept, and recommended that plan be forwarded to the Planning and Building Department for inclusion in the General Plan update, which is currently underway.

City staff will continue to seek new grant funding from Proposition 84, the Rivers and Mountains Conservancy, and other state and federal agencies. Staff will also evaluate the potential for private sector support.

Lastly, staff will continue moving forward with the individual RiverLink projects with assistance from other City departments, the County of Los Angeles, the Trust for Public Land and other interested agencies and organizations, City leaders, and the citizens of Long Beach.



Long Beach RiverLink

Enclosure 3



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February 7, 2020

Via Overnight Mail and E-Mail

Joanne Coletta
Community Development Director
Corona Community Development Department
400 South Vicentia Avenue
Corona, CA 92882-2187
Joanne.Coletta@CoronaCA.gov

RE: Mitigated Negative Declaration for the Latitude Business Park (SCH #2020019017)

Dear Ms. Coletta:

Thank you for the opportunity to provide comments on Corona's Joint Initial Study and Mitigated Negative Declaration (collectively, the MND) for the Latitude Business Park (the Project). After reviewing the MND, the California Attorney General's Office believes the MND does not comply with the California Environmental Quality Act (CEQA) due to its insufficient project description, flawed environmental impact assessments, and inadequate mitigation measures. We are also concerned about Corona's process for evaluating the Project, including its failure to consult with responsible agencies and its rushed timeline for approving the Project. We respectfully submit these comments to urge Corona to conduct further environmental analysis in an environmental impact report to ensure the Project's impacts are understood, disclosed, and mitigated to the maximum extent feasible.¹

I. THE PROJECT SEEKS TO CONSTRUCT AN ENORMOUS INDUSTRIAL PARK WITH MULTIPLE WAREHOUSES IN A HIGHLY POLLUTED COMMUNITY PREDOMINANTLY OF COLOR.

The Project consists of 15 industrial buildings and warehouses on 75 acres of land, and is located within 85 feet of a residential community of color. The buildings will host over a million square feet of different land uses that typically have significant environmental impacts, including

¹ The Attorney General submits these comments pursuant to his independent power and duty to protect the environment and natural resources of the State. (See Cal. Const., art. V, § 13; Gov. Code §§ 12511, 12600-12612; *D'Amico v. Bd. of Medical Examiners* (1974) 11 Cal.3d 1, 14-15.)

warehousing (535,205 square feet), light industrial (205,767 square feet), industrial park (174,055 square feet), manufacturing (159,744 square feet), and related office space (undetermined square footage is included with the other land uses). To support these activities, the Project will have 66 loading docks, 60 truck trailer spaces, and an unspecified amount of parking spaces. Further, the Project will generate approximately 4,127 vehicle trips a day, including trips from refrigerated and unrefrigerated diesel trucks.

The MND states the Project will have five buildings that are designated for warehouse and manufacturing uses, including the largest buildings on the Project site. Warehouses generate substantial environmental impacts since they are used to transport goods in heavy-duty trucks that run on diesel fuel. This large influx of truck traffic creates air pollution, noise, and traffic impacts that burden nearby communities. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NOx) – a primary precursor to smog formation that causes respiratory problems like asthma, bronchitis, lung irritation, and lung cancer – and diesel particulate matter (PM) – which can lead to cancer, heart disease, respiratory illnesses, and premature death.² Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during all hours of the day and may cause hearing damage for residents and workers after prolonged exposure.³ Further, the thousands of daily truck and passenger car trips that will be generated by the Project's warehouses will contribute to traffic jams, deterioration of road surfaces, and traffic accidents in Corona.

The Project is located at the northwest corner of Tom Barns Street and Temescal Canyon Road, at the intersection of a large residential area in Southeastern Corona and the unincorporated community of El Cerrito. There are single-family homes immediately across Liberty Avenue along the northern border of the Project and a sprawling neighborhood on the other side of Interstate 15 to the west. According to 2013 – 2017 data from the American Community Survey, there are at least 775 people living within 1,000 feet of the Project, 55 percent of whom are people of color.⁴ There are also sensitive receptors near the Project, including the El Cerrito Outdoor Sports Park 0.3 mile to the north, the El Cerrito Middle School 0.4 mile to the north, and the Gumdrops Kids Daycare 0.9 mile to the southwest. All of these community residents will be exposed to the Project's environmental impacts.

² California Air Resources Board (CARB), Nitrogen Dioxide & Health, <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health>; CARB, Summary: Diesel Particulate Matter Health Impacts, <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts>; Office of Environmental Health Hazard Assessment (OEHHA) and American Lung Association of California, Health Effects of Diesel Exhaust, <https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf>.

³ See, e.g., Noise Sources and Their Effects, <https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm> (stating that a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

⁴ United States Environmental Protection Agency (EPA), EJSCREEN, <https://ejscreen.epa.gov/mapper/>.

The neighborhoods surrounding the Project already face disproportionately high levels of pollution. According to CalEnviroScreen 3.0, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the Project's census tract has more pollution than 88 percent of census tracts in California.⁵ The census tracts to the north and east of the Project have even greater pollution burdens. Most of the pollution problems in the Project's census tract and the surrounding area are attributable to serious air quality issues in the community—the tracts are in the 93rd – 94th percentile for PM_{2.5} and the 85th – 91st percentile for ozone.

The air pollution in Corona and surrounding areas grows dramatically each year due to the rapid expansion of the logistics industry in the Inland Empire. Over just the past decade, more than 150 million square feet of industrial spaces, which includes mostly warehouses, have been built in this region.⁶ These warehouses, and the dozens of approved warehouses that are still under construction, attract diesel trucks and the accompanying air pollution into residential neighborhoods. As a result, the South Coast Air Basin, which contains the Inland Empire and the Project site, is designated as a non-attainment area for ozone and PM_{2.5} by the EPA and as a non-attainment area for ozone, PM₁₀, and PM_{2.5} by CARB. The Project will add even more air pollution to this highly burdened area.

II. THE MND FAILS TO COMPLY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

A. The Project Description is Insufficient.

The CEQA Guidelines require an initial study to describe the project.⁷ Project descriptions should contain all details that are essential components of a project since an “accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity.”⁸ In this case, the MND's project description does not adequately describe the Project because it omits key details that are essential for accurately assessing the Project's environmental impacts.

First, even though the Traffic Impact Analysis for the Project states that the Project will include a “high-cube warehouse use area,” the MND's project description does not describe the Project's warehouse facilities with any specificity, including how much square footage can

⁵ California EPA and OEHHA, CalEnviroScreen 3.0, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>.

⁶ Los Angeles Times, When Your House is Surrounded by Massive Warehouses (Oct. 27, 2019), <https://www.latimes.com/california/story/2019-10-27/fontana-california-warehouses-inland-empire-pollution>.

⁷ CEQA Guidelines, § 15063, subd. (d)(1). “In interpreting CEQA, [courts] accord the CEQA Guidelines great weight except where they are clearly unauthorized or erroneous.” *Muzzy Ranch Co. v. Solano County Airport Land Use Commission* (2007) 41 Cal.4th 372, 380 n.2. In practice, the CEQA Guidelines are treated as law.

⁸ *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 731 (quotation omitted).

accommodate high-cube warehouse activities or which types of activities will occur in the Project's warehouses.⁹ These details are important since high-cube warehouses generate significantly more truck traffic, noise, and air quality impacts than other types of warehouses, and the scope of impacts vary depending on the type of operations that occur at the warehouses. According to the Institute of Transportation Engineers, a high-cube warehouse typically has at least 200,000 square feet of floor space and can serve as a fulfillment center, parcel hub, cold storage facility, transload facility, or a short-term storage building.¹⁰ Since the Project includes at least two large buildings that could be used as high-cube warehouses, the project description should clearly state whether these buildings, or any other buildings at the Project, will be equipped as high-cube warehouses, how much space will be used for high-cube warehouse activities, and the types of operations that will occur in these areas.

Second, the Project's Noise Study briefly states that trucks utilizing the Project's parking spaces and loading docks will "consist of regular trucks and refrigerated trucks," but the MND fails to include any discussion of whether the Project will have cold storage facilities.¹¹ If the Project's buildings have cold storage, the Project's environmental impacts could be dramatically greater since refrigerated trucks produce substantially more air pollution and greenhouse gas emissions than trucks that visit standard storage facilities. As explained by CARB:

Transport Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby.¹²

This critical detail should be disclosed in the MND.

Third, the MND's project description fails to describe how many parking spaces will be provided for vehicles other than trucks. This is an important aspect of the Project considering its large size, and is information that is necessary to accurately assess traffic, noise, and air quality impacts. Without this information, there is no way to correctly determine how many passenger cars will visit the Project site, which is critical to accurately assessing the Project's environmental impacts. Therefore, the project description should fully disclose the planned parking spaces for the Project.

⁹ *Compare* Traffic Impact Analysis, p. 14; *with* MND, p. 2.

¹⁰ Institute of Transportation Engineers, High-Cube Warehouse Vehicle Trip Generation Analysis, at p. 3 (Oct. 2016), <https://www.ite.org/pub/?id=a3e6679a%2De3a8%2Dbf38%2D7f29%2D2961becdd498>.

¹¹ *Compare* Noise Study, p. 12; *with* MND, p. 2.

¹² CARB, Transport Refrigeration Unit (TRU or Reefer) Regulation, <https://ww3.arb.ca.gov/msprog/truckstop/trus/trus.htm>.

B. The MND Relies on an Air Quality Assessment that Uses Faulty Methods to Analyze Environmental Impacts.

The purpose of CEQA is to ensure that a lead agency fully evaluates, discloses, and, whenever feasible, mitigates a project's significant environmental effects.¹³ To comply with CEQA, a lead agency must make "a reasoned and good faith effort to inform decision makers and the public" about a project's potential impacts.¹⁴ If a lead agency fails to analyze a certain aspect of a project's potential environmental impact, a court may conclude that the limited facts in the record support a fair argument that the project may have a significant environmental impact.¹⁵ CEQA's requirements for full disclosure are not satisfied if an environmental impacts analysis uses outdated models and inaccurate information, as the Project's Air Quality Assessment did here.

First, the MND's Air Quality Assessment uses CARB's outdated 2014 Emission Factors Model (EMFAC2014) to calculate air emissions from mobile sources instead of the current model (EMFAC2017).¹⁶ This difference is significant since EMFAC2017 uses the latest scientific data available to evaluate environmental impacts.¹⁷ For example, the new model includes higher NO_x emissions, PM emissions, and idling emissions rate for heavy-duty trucks. Considering the serious air quality problems already present in the communities surrounding the Project, it is essential for the MND to provide accurate estimates of how the Project will contribute to air pollution. Corona should use the current EMFAC2017 model to assess the Project's mobile source emissions.

In addition, the Air Quality Assessment uses only three land use designations to analyze emissions—office park, industrial park, and unrefrigerated warehouse—even though the MND states the Project will host additional land uses that typically have serious environmental impacts.¹⁸ As previously discussed, the MND's Traffic Impact Analysis states that the Project will include a high-cube warehouse area, but the Air Quality Assessment fails to analyze the environmental impacts from this particular land use type. Similarly, the MND's Noise Study indicates that refrigerated trucks will visit the Project, but the Air Quality Assessment fails to analyze the impacts from using the Project for cold storage or the associated refrigerated trucks that will visit the Project.¹⁹ The MND also claims that the Project will include 159,744 square

¹³ Pub. Resources Code, § 21002.1.

¹⁴ *See Berkeley Keep Jets Over the Bay Com. v. Bd. of Port Comrs.* (2001) 91 Cal.App.4th 1344, 1367, *as modified on denial of rehearing* (Sept. 26, 2001).

¹⁵ *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311.

¹⁶ Air Quality Assessment, p. 19.

¹⁷ CARB, EMFAC2017: An Update to California On-Road Mobile Source Emission Inventory, https://ww3.arb.ca.gov/msei/downloads/emfac2017_workshop_june_1_2017_final.pdf.

¹⁸ Air Quality Assessment, Attachment A, pp. 1, 25-27.

¹⁹ There are many examples of air quality assessments that separately analyze emissions from the refrigerated portions of warehouse projects along with unrefrigerated portions. *See, e.g.*, City of Fontana, Cherry Distribution Facility: Air Quality Impact Analysis (Nov. 20, 2019),

feet of manufacturing activities, but this land use is similarly ignored in the Air Quality Assessment. Corona should revise its Air Quality Assessment to include an accurate and complete assessment of emissions from all of the Project's operations.

Further, to estimate emissions from mobile sources, the Air Quality Assessment applies the same length of vehicle miles traveled for each analyzed land use type—only 9.37 miles.²⁰ It is unclear what this mileage is based on, since it is unlikely that vehicles visiting the Project's very different land uses—warehouses, manufacturing buildings, industrial facilities, and offices—will all travel this identical and relatively short distance. The Project includes industrial, warehouse, and manufacturing uses, where heavy-duty trucks will be hauling consumer goods from the Project site to destinations all over California and potentially out of the State. Most of these destinations are much farther than 9.37 miles from the Project, including the Port of Long Beach (approximately 35 miles to the west) and the San Bernardino International Airport (approximately 25 miles to the northeast). Considering the distances frequently traveled by trucks serving the logistics industry, the South Coast Air Quality Management District (SCAQMD) recommends that lead agencies use a default truck trip length of 40 miles one-way for air quality assessments.²¹ Some lead agencies calculate the appropriate truck trip length by averaging the distances between a project and the edge of the air basin in several directions.²² Even the California Emissions Estimator Model's (CalEEMod) default trip length for passenger cars is higher than the trip length for the Project—16.6 miles each way, although the SCAQMD often states in its comment letters that this length is not appropriate for industrial and warehouse projects. Regardless of which method is chosen, the MND should calculate vehicle trip lengths based on the actual likely destinations of trucks and passenger cars visiting the Project and explain the basis for the chosen trip lengths. In its current form, the MND's Air Quality Assessment is defective since it relies on a single, arbitrary trip length to analyze the Project's impacts.

Finally, the Air Quality Assessment applies the same vehicle fleet mixture for each land use despite the vast differences between these uses.²³ The most recent version of CalEEMod includes default vehicle fleet mixes that can be modified by the user since it is commonly understood that different types of land uses attract different types of vehicles at different rates.²⁴

<https://www.fontana.org/DocumentCenter/View/31595/CDF-Appendix-B---Air-Quality-Impact-Analysis>.

²⁰ Air Quality Assessment, Attachment A, p. 25.

²¹ The SCAQMD's recommended truck trip length is frequently used to analyze air quality emissions in CEQA documents. *See, e.g.*, City of Jurupa Valley, Aqua Mansa Commerce Park Specific Plan Draft EIR, Appendix C1a: Air Quality Study, pp. 50-51 (Dec. 2019), <https://ceqanet.opr.ca.gov/2017071034/2/Attachment/WEcK20>.

²² *See, e.g.*, City of Rancho Cucamonga, Phelan Development 9th and Vineyard Warehouses Initial Study, p. 37, <https://ceqanet.opr.ca.gov/2019129018/2/Attachment/YxQQ3U> (finding an average weighted truck trip length of 53.26 miles).

²³ Air Quality Assessment, Attachment A, p. 26.

²⁴ CalEEMod User's Guide, p.38 (Nov. 2017), http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4.

In particular, projects that contain warehouses tend to have far more trucks visiting their facilities than other land uses, so the SCAQMD recommends that lead agencies assume that 40 percent of vehicle trips from warehouses are from trucks.²⁵ Thus, Corona's failure to analyze the emissions from the mix of vehicles that will visit the Project likely underestimates the emissions the Project will generate and renders the MND flawed.

C. The MND Fails to Include an Analysis of Cumulative Air Quality Impacts.

The CEQA Guidelines mandate all assessments of environmental impacts to include an analysis of cumulative impacts that "take[s] account of the whole action involved."²⁶ A proper cumulative impacts analysis considers the incremental impact of a project combined with the impacts of past, present, and reasonably foreseeable future projects.²⁷ The analysis of a project's own impacts is an inquiry that is distinct from considering the project's cumulative impacts.²⁸ If an initial study finds no significant cumulative impact, it must "[e]xplain[] the reasons for determining that potentially significant effects would not be significant."²⁹

In this case, the MND fails to include any discussion of cumulative air quality impacts, and the MND's Air Quality Assessment assumes the Project will have no cumulative impacts since it did not find any significant air quality impacts from the Project itself.³⁰ This conclusory assertion ignores CEQA's requirements for cumulative impacts assessments. Further, given the Project's location in a community that already suffers from serious air pollution concerns, it is essential that the MND includes a proper cumulative impacts analysis. Even if the Project's air quality impacts may not be significant in isolation, they become more concerning when combined with the pollution produced by other nearby warehouses and industrial sites. This failure to analyze cumulative impacts renders the MND inadequate and unlawful.

D. The MND Fails to Analyze the Project's Consistency with Corona's General Plan.

The CEQA Guidelines require an initial study to examine whether a project "would be

²⁵ CalEEMod User's Guide, Appendix E: Technical Source Documentation, p. 15 (July 2013), <http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixe.pdf>.

²⁶ CEQA Guidelines, § 15355; *id.*, Appendix G.

²⁷ *Id.*, § 15065, subd. (a)(3); *Communities for a Better Environment v. Cal. Resources Agency* (2002) 103 Cal.App.4th 98, 118 ("[T]he guiding criterion on the subject of cumulative impact is whether any additional effect caused by the proposed project should be considered significant given the existing cumulative effect.").

²⁸ *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 719-21 (holding that relatively small air quality impacts from a project do not eliminate the need to consider the project's combined impacts with other development).

²⁹ CEQA Guidelines, § 15063, subd. (c)(3)(C).

³⁰ *See generally* MND; Air Quality Assessment, p. 25.

consistent with existing zoning, plans, and other applicable land use controls.”³¹ Despite this requirement, the MND quickly concludes that the Project does not conflict with Corona’s General Plan since the Project site does not have to be rezoned from light industrial use.³² The MND does not analyze whether the Project will conflict with any policies in Corona’s General Plan, including several policies that will apply to the Project:

- Policy 1.8.12: Requires “nonresidential uses be located and designed to maintain the quality and character of the neighborhood and prevent traffic, noise, odor, lighting, and other adverse impacts on adjoining housing units”;
- Policy 1.12.8: Requires new industrial properties to “be compatible with adjoining uses in consideration of the following principles: ... Location of driveways to minimize conflicts with adjoining uses,” and “[m]itigation of noise, odor, lighting”;
- and
- Policy 1.12.11: Requires “heavy truck and vehicle access in industrial areas be managed to ensure that it is safe and efficient and minimizes noise, odor, vibration, and safety impacts on adjoining uses.”³³

Corona also has new proposed policies in its Draft 2040 General Plan Update that, if adopted, will apply to the Project. Pursuant to SB 1000’s requirements, the General Plan Update includes several policies designed to reduce impacts in environmental justice communities:

- Policy HC-2.1: Requires proposals for new industrial uses to “incorporate the adequate use of setbacks, barriers, landscaping, or other design measures as necessary to minimize air quality impacts and achieve appropriate health standards”; and
- Policy HC-2.2: “Designate and maintain truck routes that ... avoid[] residential areas, schools, or other sensitive land uses so as to minimize exposure to the noise, air pollution, and vibration associated with trucks.”³⁴

Since the MND fails to discuss the Project’s consistency with the policies contained in Corona’s General Plan, the MND’s assessment of land use impacts is flawed.

³¹ CEQA Guidelines, § 15063, subd. (d)(5).

³² MND, p. 6.

³³ City of Corona General Plan, pp. 43, 53-54 (Mar. 2004), <https://www.coronaca.gov/home/showdocument?id=4637>.

³⁴ City of Corona 2040 General Plan, p. HC-4 (Dec. 2019), <https://www.coronaca.gov/home/showdocument?id=17292>.

E. The MND Does Not Include All Feasible Mitigation Measures to Reduce the Project's Potentially Significant Impacts.

CEQA requires a lead agency to adopt all feasible mitigation measures that minimize the significant environmental impacts of a project.³⁵ An MND's mitigation measures must be specific, binding, and enforceable through permit conditions, agreements, or other legally binding instruments.³⁶ In this case, the Project's MND lists potential significant impacts to air quality, noise, geology, transportation/traffic, and biological resources, but finds that a handful of mitigation measures will make those impacts less than significant. The mitigation measures proposed by the MND are insufficient to protect the community from significant environmental impacts, especially given the Project's close proximity to residents and other sensitive receptors.

For example, the MND checklist states that the Project may "[e]xpose sensitive receptors to pollutants," but the MND only includes one mitigation measure to address this potentially significant impact: "The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment."³⁷ This measure is a good way to reduce construction impacts, but is not the only method that should be used to lower the Project's air quality impacts during construction. Further, the MND fails to include any mitigation measures that address air quality impacts from the Project's operations.

We urge Corona to consider adopting additional specific, binding, and enforceable mitigation measures to address the Project's air quality impacts from its construction and operation. Please see Attachment A for a list of air quality, noise, and traffic measures that would further mitigate the Project's impacts on the surrounding communities. These measures have been adopted in comparable or smaller projects, indicating that they are feasible.

F. Corona Ignored its Mandate to Consult with Responsible and Trustee Agencies.

CEQA requires a lead agency to consult with responsible and trustee agencies that have jurisdiction over resources impacted by a proposed project prior to adopting an MND.³⁸ Despite this requirement, the Project's MND states that Corona distributed the MND to statewide agencies via the State Clearinghouse.³⁹ This limited consultation resulted in Corona failing to notify the SCAQMD—the regional agency with jurisdiction over the air basin where the Project is located—of the Project and its potential impacts. Therefore, Corona did not comply with CEQA's consultation requirements for this Project.

³⁵ Pub. Resources Code, § 21002; CEQA Guidelines, § 15126.4, subd. (a)(1).

³⁶ Pub. Resources Code, § 21081.6, subd. (b); CEQA Guidelines §§ 15071, subd. (e) & 15126.4, subd. (a)(2).

³⁷ MND, pp. 11, 16.

³⁸ Pub. Resources Code § 21080.3, subd. (a); CEQA Guidelines, § 15073, subd. (c).

³⁹ MND, p. 5.

III. CORONA MUST PREPARE AN ENVIRONMENTAL IMPACT REPORT TO ADEQUATELY ANALYZE THE PROJECT'S IMPACTS.

One of the “basic purposes of CEQA” is to “[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.”⁴⁰ The threshold for determining whether an environmental impact report (EIR) is required is low – an EIR must be prepared by a lead agency if substantial evidence supports a “fair argument” that that “any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment.”⁴¹

Corona must prepare an EIR for the Project since there is substantial evidence supporting a fair argument that the Project will have significant environmental impacts. As discussed above, the Project is a large business park that will consist of over a million square feet of warehouse, manufacturing, and industrial uses that typically have significant environmental impacts. The Project will include 126 spaces for trucks, and generate approximately 4,127 vehicle trips a day in Corona and the surrounding areas. Considering the Project’s large scope, mixed industrial uses, and residential location, there is a fair argument that the Project will cause significant environmental impacts. The MND’s deficient analysis of direct and cumulative environmental impacts also creates a fair argument that the Project will have impacts that have not be adequately analyzed and disclosed.⁴² Therefore, CEQA requires Corona to prepare an EIR that fully analyzes the Project’s impacts.

Further, it is highly unusual for a local government to approve a project of this size and type without preparing an EIR. Several jurisdictions close to Corona are considering warehouse projects that are similar to the Project, but are preparing EIRs rather than negative declarations to analyze the projects’ impacts, including:

- Barker Logistics Project (Riverside County): a 694,630-square foot warehouse building with paved surface parking for 385 automobiles and 124 trucks/truck trailers on a 31.55-acre property;
- Goodman Logistics Center III (Fontana): a three-building industrial park containing 1,118,460 square feet of building area on 47.5 acres;
- Indian Street Commerce Center (Moreno Valley): a 446,350-square foot building with warehouse, light industrial, and office uses on 19.64 acres; and
- Slover/Cactus Avenue Warehouse (San Bernardino County): a 257,855-square foot warehouse on 13.27 acres.

These projects are all significantly smaller than the Project or a similar size, yet are receiving more environmental review. Therefore, an EIR for this large Project is necessary.

⁴⁰ CEQA Guidelines, § 15002, subd. (a)(1).

⁴¹ *Id.*, § 15063, subd. (b)(1); *Pocket Protectors v. City of Sacramento* (2005) 124 Cal.App.4th 903, 928; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1399–1400.

⁴² *Sundstrom v. County of Mendocino, supra*, 202 Cal.App.3d 296, 311.

IV. CORONA MUST PROVIDE ITS PLANNING COMMISSION AND CITY COUNCIL WITH ADEQUATE TIME TO CONSIDER PUBLIC COMMENTS.

CEQA requires the decision-making body of a lead agency to consider an MND along with all comments received during the public review process prior to approving a project.⁴³ However, Corona's Notice of Completion for the MND states that public comments are due on February 8, 2020 and the City's Planning Commission will consider the Project the next business day on February 10, 2020. Since the comment deadline is a Saturday, Corona's planning staff indicated on our January 21, 2020 call that the City will accept comments until February 10, 2020. As a result, Corona may receive public comments on the Project that will not be considered by the Planning Commission prior to its February 10 hearing to consider the Project. Corona's solution to this problem is to present public comments to the City Council prior to its planned adoption hearing for the Project on March 4, 2020, but this is not sufficient to satisfy CEQA's requirement that all decision-making bodies have a meaningful opportunity to consider public comments for a proposed project. Therefore, we urge Corona to reconsider this rushed timeline for considering the Project to ensure that both the Planning Commission and City Council have sufficient time to consider all public comments, including the comments we provide in this letter. At the very least, Corona should delay the Planning Commission's upcoming hearing by 30 days or more.

V. CONCLUSION

Thank you for the opportunity to provide these comments. We encourage Corona to comply with CEQA's requirements and adequately disclose, analyze, and mitigate the environmental impacts of the Project prior to its approval. The Attorney General's Office is available to provide assistance to Corona as it works on its CEQA compliance for the Project. Please do not hesitate to contact me if you have any questions or would like to discuss these issues further.

Sincerely,



ABIGAIL BLODGETT
Deputy Attorney General

For XAVIER BECERRA
Attorney General

⁴³ CEQA Guidelines, § 15074, subd. (b).

Attachment A: Air Quality Mitigation Measures

Measures to mitigate air quality impacts from construction include:

- Requiring off-road construction equipment to be electric, where available.
- Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Requiring on-road haul trucks to be model year 2010 or newer if diesel-fueled.
- Providing electrical hook ups to the power grid for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Limit the Project’s construction days and times.

Measures to mitigate air quality impacts from operations include:

- Limiting the times and days that the project operates, such as only daytime hours on weekdays.
- Require project proponent to follow CARB’s guidance for siting warehouses at least 1,000 feet away from sensitive land uses to avoid health impacts.⁴⁴
- Requiring that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring all heavy-duty vehicles entering or operated on the project site to be zero-emission beginning in 2030.

⁴⁴ CARB, Air Quality and Land Use Handbook: A Community Health Perspective, at p. 4 (April 2005), <https://ww3.arb.ca.gov/ch/handbook.pdf>.

- Requiring on-site equipment, such as forklifts and yard trucks, to be electric with the necessary electrical charging stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.
- Installing and maintaining air filtration systems at sensitive receptors within a certain radius of facility.
- Installing and maintaining an air monitoring station proximate to sensitive receptors and the facility. While air monitoring does not mitigate the air quality impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality.
- Constructing electric truck charging stations proportional to the number of dock doors at the project.
- Constructing plugs for transport refrigeration units at every dock door, if the warehouse use could include refrigeration.
- Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the project.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Achieving certification of compliance with LEED green building standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Establishing and enforcing truck routes that avoid residents and sensitive receptors.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending California Air Resources Board-approved courses. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

Measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier.
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

Measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from sensitive receptors.
- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have fronting sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.



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January 27, 2020

Ms. Erica Gutiérrez
Senior Regional Planner
County of Los Angeles, Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RE: Mitigated Negative Declaration for the Bridge Point South Bay II – Warehouse Project
(SCH # 2019099067)

Dear Ms. Gutiérrez:

Thank you for the opportunity to provide comments on the County of Los Angeles's Mitigated Negative Declaration (MND) for the Bridge Point South Bay II Warehouse Project ("the Project") in the unincorporated community of West Carson. The MND uses a flawed emissions model and proposes insufficient mitigation for the Project's potentially significant impacts. We respectfully submit these comments urging the County to conduct further environmental analysis pursuant to the California Environmental Quality Act (CEQA) to ensure the Project's environmental impacts are understood, disclosed, and mitigated to the maximum feasible extent.¹

I. THE PROJECT SEEKS TO CONSTRUCT A WAREHOUSE IN A HIGHLY POLLUTED COMMUNITY OF COLOR.

The Project is a 203,877-square-foot concrete warehouse building planned within 15 feet of a residential community of color. The warehouse will have 21 dock doors and expects 74 daily truck trips to and from the Project, along with 283 passenger vehicle trips by on-site employees. It is expected to operate 24 hours a day, seven days a week. While the MND provides that the Project will not be a cold storage warehouse, it foresees that some diesel transport refrigeration units (TRUs) may utilize the Project site. Trucks with TRUs emit

¹ The Attorney General submits these comments pursuant to his independent power and duty to protect the environment and natural resources of the State. (See Cal. Const., art. V, § 13; Gov. Code, §§ 12511, 12600–12; *D'Amico v. Bd. of Medical Examiners* (1974) 11 Cal.3d 1, 14–15.)

significantly higher levels of toxic diesel particulate matter (PM), nitrogen oxides (NO_x), and greenhouse gas emissions than trucks without TRUs.

The Project is located on the southeast corner of Normandie Avenue and Torrance Boulevard in a dense residential area. The site borders existing homes to the north, west, and east—some as close as 15 feet from the site boundary. According to the 2017 American Community Survey, 2,249 individuals live within approximately 1,000 feet of the site, 84 percent of whom are people of color.² In addition to residents, there are multiple sensitive receptors within a mile of the site, including two elementary schools,³ an Early Head Start Center, and the Harbor-UCLA Medical Center.

The local community is dealing with increased air pollution, traffic, and noise as logistics facilities proliferate in the area. North of the Project site, the Farmer Brothers coffee roasting facility was replaced with a 512,000-square-foot industrial warehouse in 2017, intensifying truck traffic in the immediate area.⁴ The surrounding area is subject to heavy truck volume and truck-related collisions, notwithstanding its residential character.⁵ The site is in the South Coast Air Basin, which is currently designated as a non-attainment area for ozone and PM_{2.5} by the U.S. Environmental Protection Agency and as a non-attainment area for ozone, PM₁₀, and PM_{2.5} by the California Air Resources Board (CARB).

The neighborhoods around the Project already face high levels of pollution. According to CalEnviroScreen 3.0, CalEPA's screening tool that ranks each census tract in the state for pollution and vulnerability, the Project's census tract, which includes the residential area to the north, south and east of the site, ranks worse than 96 percent of the rest of the state for pollution burden.⁶ Directly across Normandie Avenue to the west is a residential neighborhood that ranks

² EPA EJ Screen <<https://ejscreen.epa.gov/mapper/>> (as of Jan. 10, 2020).

³ Van Deene Avenue Elementary's 357 students are 96.6% people of color, 80.6% free/reduced lunch eligible and Halldale Elementary's 502 students are 95.2% people of color, 83.4% free/reduced lunch eligible. (*National Center for Education Statistics*, <<https://nces.ed.gov/ccd/schoolsearch/>> [as of Dec. 9, 2019]).

⁴ Claran McEvoy, *South Bay Industrial Space Sells for \$103 Million*, *Los Angeles Business Journal* (April 20, 2018) <<https://labusinessjournal.com/news/2018/apr/20/south-bay-industrial-space-sells-103-million/>> (as of January 10, 2020).

⁵ Los Angeles County Metropolitan Transportation Authority, *Countywide Strategic Truck Arterial Network (CSTAN), Appendix C STAN Maps of Supporting Data* <http://media.metro.net/projects_studies/call_projects/images/15_Appendix_C_data_maps.pdf> (as of Jan. 10, 2020).

⁶ CalEnviroScreen is a tool created by the Office of Environmental Health Hazard Assessment that uses environmental, health, and socioeconomic information to produce scores and rank every census tract in the state. (*CalEnviroScreen 3.0*, Cal. Off. Environmental Health Hazard Assessment <<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>> [as of Jan. 10, 2020].) A census tract with a high score is one that experiences a much higher pollution burden than a census tract with a low score. (Faust et al., *Update to the California Communities Environmental Health Screening Tool, CalEnviroScreen 3.0* (Jan. 2017) Cal. Off. Environmental

in the 99th percentile for pollution burden and 84th percentile for population vulnerability. These neighborhoods have high pollution burdens attributable to contaminated sites and solid waste and hazardous waste facilities in the area. The Project's census tract is in the 99th percentile for cleanups, the 97th percentile for solid waste, the 91st percentile for toxic releases, the 88th percentile for hazardous waste, and the 82nd percentile for groundwater threats. Air pollution is also a problem for the community, which scores high on PM_{2.5} (82nd percentile), traffic density (84th percentile), and diesel particulate matter (73rd percentile). The tract west of Normandie Avenue scores above the 90th percentile in nearly every metric of pollution: cleanups (99th percentile), hazardous waste (98th percentile), traffic density (95th percentile), toxic releases (94th percentile), impaired water (94th percentile), groundwater threats (91st percentile), solid waste (90th percentile), and PM_{2.5} (82nd percentile). The western neighborhood also faces challenges from poverty, unemployment, and housing burden.

The Project threatens to generate further air and noise pollution, as well as traffic, in this community of color.

II. THE MND UTILIZES AN OUTDATED EMISSIONS MODEL.

The purpose of CEQA is to ensure that a lead agency fully evaluates, discloses, and, whenever feasible, mitigates a project's significant environmental effects.⁷ To comply with CEQA, the lead agency must make "a reasoned and good faith effort to inform decision makers and the public" about a project's potential impacts.⁸ Using scientifically outdated data or models does not comply with CEQA's requirement that agencies make "a good faith effort at full disclosure."⁹

As other commenters have noted, the MND used an outdated model to calculate emissions from mobile sources. The MND relies upon CARB's 2014 Emission Factors model (EMFAC2014), rather than the current model (EMFAC2017). EMFAC2017 includes important differences from the EMFAC2014 in projections relevant to the Project.¹⁰ For instance, NO_x emissions from heavy-duty trucks are significantly higher in the new model. Similarly, PM emissions are higher for heavy-duty trucks and the idling emissions rate is higher.

Given the cumulative impact of air pollution from existing stationary and mobile sources in this community, it is even more essential that the MND provide accurate estimates of how the

Health Hazard Assessment <<https://oehha.ca.gov/media/downloads/calenviroscreen/report/ces3report.pdf>> [as of Jan. 10, 2020].)

⁷ Pub. Resources Code, §§ 21000–21002.1.

⁸ *Berkeley Keep Jets Over the Bay Comm. v. Bd. of Port Comm'rs* (2001) 91 Cal. App. 4th 1344, 1367, as modified on denial of reh'g (Sept. 26, 2001).

⁹ CEQA Guidelines, § 15151; see also *Berkeley Keep*, 91 Cal. App. 4th at 1367.

¹⁰ Cal. Air Resources Bd., *EMFAC2017: An Update to California On-road Mobile Source Emission Inventory* (June 1, 2017) <https://ww3.arb.ca.gov/msei/downloads/emfac2017_workshop_june_1_2017_final.pdf> (as of Ja. 10, 2020).

Project will contribute to air pollution. Without accurate projections, it is not possible for the Project to ensure full mitigation of potentially significant impacts. The County should use the EMFAC2017 model to project the Project's mobile source emissions to comply with CEQA's good faith disclosure requirements.

III. THE MND FAILS TO INCLUDE ALL FEASIBLE MITIGATION MEASURES.

CEQA requires a lead agency to adopt all feasible mitigation measures that minimize the significant environmental impacts of a project.¹¹ An MND's mitigation measures must be specific, binding, and enforceable.¹² Here, the Project's MND lists potential impacts to more than a dozen categories, but finds that mitigation measures will make those impacts less than significant. Review of the proposed mitigation measures, however, reveals that they will be insufficient to protect the community from significant environmental impacts and that additional mitigation is feasible.

A. Mitigation of Air Emissions from Construction

The MND predicts that the Project's demolition phase will exceed the PM₁₀ threshold without mitigation. Additionally, its grading phase is close to surpassing the PM₁₀ and PM_{2.5} thresholds. Especially given the proximity of the nearest sensitive receptor, it is imperative that the Project mitigate the risk of additional particulate matter emissions on the nearby residents to the extent feasible.

The MND includes only one air quality mitigation measure during construction, Mitigation Measure 3-1, which requires the construction contractor to take various protective measures to help reduce construction dust. However, the Draft Mitigation Monitoring and Reporting Program (MMRP) requires implementation of this measure only in the grading phase of construction, and not the demolition phase. Thus, the MND fails to mitigate any particulate matter emissions from the demolition phase of construction, the phase that the County estimates will produce emissions over the significance threshold. The County should apply this measure to all phases of construction.

Another mitigation measure meant to target the significant greenhouse gas emissions from construction, Greenhouse Gas Emissions Mitigation Measure 8-4, is not binding and unenforceable. This measure suggests the construction contractor must use electric-powered construction equipment, but only if he or she feels it accomplishes the same work as gasoline- or diesel-powered equipment, at a similar level of efficiency, when available. Given these loopholes, it is unlikely any mitigation pursuant to this measure will occur.

To remedy this lack of enforceability, the Project should require that the Project utilize

¹¹ Pub. Resources Code, § 21002; CEQA Guidelines, § 15126.4, subd. (a)(1).

¹² Cal. Code Regs., tit. 14, § 15071, subd. (e); Pub. Resources Code, § 21081.6, subd. (b); Cal. Code Regs., tit. 14, § 15126.4, subd. (a)(2).

electric-powered, battery-powered, or hybrid construction equipment where commercially available,¹³ and incorporate this requirement into the contract or contract specifications, which shall be submitted to the Los Angeles County Department of Public Works for review and approval.

Furthermore, there are additional feasible mitigation measures that the County could include to mitigate air emissions during construction. For example, the Project could adopt CARB's recommended construction measures, including requiring off-road equipment with a power rating below 19 kilowatts be battery-powered and limiting site access during construction phases to only allow heavy-duty trucks manufactured in model year 2014 or later.

B. Mitigation of Impacts from Operation

In addition to improving the construction mitigation, further mitigation is warranted to address the Project's impacts to air quality, greenhouse gas emissions, noise, and traffic.

First, although the MND assumes that the Project will not be a cold storage warehouse, the mitigation measures do nothing to prohibit TRUs from using the space. As mentioned above, cold storage warehouses and trucks with refrigeration emit significantly higher levels of air pollution. The County should include a restrictive covenant that prohibits the use of TRUs within the site boundaries. Without this restriction, there is not an enforceable mechanism to prevent the facility from operating in a more polluting manner not disclosed in the CEQA process.

Second, the MND finds that minimal mitigation will eliminate the Project's significant greenhouse gas emissions impacts. For instance, the MND states that the Project is consistent with green building development measures because it will have a "cool roof," pre-wiring for electric charging stations, and a "solar ready" roof that lacks solar panels. While these measures would allow for future improvements to the Project that could mitigate greenhouse gas emissions, they would not provide any mitigation for the Project's impacts without such future action. The County instead should require specific, enforceable measures to mitigate its climate impact in accordance with regional policies. For instance, the Project could follow through on commitments made to the Department of Toxic Substances Control (DTSC) by the Project applicant in September 2017,¹⁴ including a commitment to construct the warehouse to Leadership in Energy and Environmental Design (LEED) standards. Constructing the building to LEED standards would involve taking a variety of specific and enforceable measures to

¹³ Holian & Pyeon, *Analyzing the Potential of Hybrid and Electric Off-Road Equipment in Reducing Carbon Emissions from Construction Industries* (2017) Mineta Transportation Institute, <https://scholarworks.sjsu.edu/cgi/viewcontent.cgi?article=1233&context=mti_publications> (as of Jan. 21, 2020).

¹⁴ Letter from Bridge to DTSC (Sept. 7, 2017) <https://www.envirostor.dtsc.ca.gov/public/deliverable_documents/5706785440/Bridge%20Request%20for%20Oversight%20Ltr.%209.1.17.pdf> (as of Jan. 21, 2020).

reduce the climate impact of the Project.

Third, the Project's Noise Property Design Feature 13-1 is too vague to qualify as enforceable mitigation. Noise Property Design Feature 13-1 states that "[n]o outdoor operations shall be permitted within 74 feet of the eastern property line during night and early morning hours, which are to be determined." The MND defines "outdoor operations" narrowly to mean employee parking or driving, but it does not include outdoor trucking activity, such as trucks accessing and traversing the site. Furthermore, the MND does not specify which hours qualify as "night and early morning hours." The County should strengthen this mitigation measure to make it clear, specific, and enforceable in order to prevent noise impacts to the residents living in close proximity to the Project.

Fourth, the Project's traffic mitigation measures may not prevent potential harm to nearby residents. Air Quality Property Design Feature 3-3 states that trucks will be limited to use of the Normandie Avenue driveway during the Project's operations. However, based on the renderings in the MND, the Torrance Boulevard entrances lack any structural design features or barriers that would prevent entrance by trucks, who could then drive or idle within roughly 50 feet of nearby homes. Furthermore, the MND does not require that trucks accessing the Project adhere to authorized truck routes, nor prohibit them from using streets in the nearby residential communities. This is a further commitment made by the Project applicant to DTSC in September 2017.

Given the increase in warehouse facilities and truck emissions exposing the already vulnerable surrounding community to excessive air pollution, it is critical that the County adopt all feasible measures to mitigate the Project's potentially significant environmental impacts. The Attorney General's Office would be happy to provide any assistance it can as the County considers how best to mitigate the Project's impacts.

C. The Project Will Have the Significant Impact of Conflicting with Adopted Land Use Plans and Therefore the County Should Prepare an EIR

Conflict with applicable land use plans, policies, or regulations, adopted to avoid or mitigate environmental effects, qualifies as an environmental impact under CEQA.¹⁵ Furthermore, whenever there is a fair argument of significant environmental impact, such as an inconsistency with a local land use plan, the lead agency should prepare an environmental impact report.¹⁶ The Project conflicts with several provisions of the Los Angeles County General Plan and Climate Action Plan. The County General Plan has several policies that require a buffer between incompatible land uses, including Policy N 1.11, Policy ED 2.2, and Policy LU 7.1. Yet, as planned, the Project will construct an industrial warehouse on a site located 15 feet from residential homes. CARB recommends a 300-meter (1,000-foot) buffer between sensitive receptor locations and sources of truck traffic emissions, like distribution centers. A more

¹⁵ *Friends of Riverside's Hills v. City of Riverside* (2018) 26 Cal.App.5th 1137, 1150.

¹⁶ *Id.* at p. 1151.

substantial buffer is necessary to mitigate many of the Project's impacts on the surrounding community and to comply with General Plan policies.

If the size of the Project were reduced, it would be possible to create a larger buffer between the warehouse and surrounding sensitive receptors. For instance, the Project could install a vegetative buffer of at least 13 feet in height and 16.4 to 32 feet in width on the east and west sides, in addition to a solid barrier, to effectively lower concentrations of ultrafine particulates.¹⁷

Furthermore, the Project is inconsistent with several measures of the Los Angeles County's Climate Action Plan. The County's Climate Action Plan requires encouragement of ride- and bike-sharing programs and employer-sponsored vanpools and shuttles. Yet the MND does not address this requirement. The Project is also inconsistent with the Climate Action Plan's policy of promoting sustainability in land use design. The MND suggests that siting an industrial warehouse within feet of residences is an example of compliance with this policy. However, this is an example of incompatible land use development rather than a diversity of urban and suburban developments that would further sustainability.

The County should study and address the Project's conflict with the County's General Plan and Climate Action Plan in a full environmental impact report.

IV. CONCLUSION

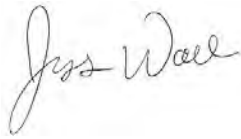
CEQA provides the opportunity for transparent, thoughtful governance by requiring evaluation, public disclosure, and mitigation of a project's significant environmental impacts prior to project approval. Further, "CEQA requires an agency to prepare an EIR for a project 'whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact.'"¹⁸ In evaluating the Project's impacts, the County should consider the surrounding community's already-high pollution burden and the cumulative impact of siting another industrial warehouse close to residences, schools, childcare facilities, and a medical center. The County needs to revise existing mitigation measures to make them binding and enforceable. In addition, further mitigation is necessary and feasible to address the Project's potentially significant impacts. Finally, given the Project's inconsistencies with General Plan and Climate Action Plan policies, there is a fair argument that the Project may have a significant environmental impact and warrant preparation of an EIR.

The Attorney General's Office is available to provide assistance to the County as it works on CEQA compliance. Please do not hesitate to contact me if you have any questions or would like to discuss these issues further.

¹⁷ University of Michigan & Great Lakes Environmental Law Center, *Vegetative Buffers and Tree Canopy: Promoting the Use of Trees to Improve Local Air Quality with Local Policy* (2018) <<http://sustainability.umich.edu/media/files/dow/VegetativeBuffersTeam1-2018-Report.pdf>> (as of Jan. 21, 2020).

¹⁸ *Friends of Riverside's Hills v. City of Riverside* (2018) 26 Cal.App.5th 1137, 1150.

Sincerely,

A handwritten signature in cursive script that reads "Jess Wall". The signature is written in dark ink and is positioned above the printed name and title.

JESSICA WALL
Deputy Attorney General

For XAVIER BECERRA
Attorney General



Image of the proposed Project and adjacent land uses, with residential uses highlighted in green.

XAVIER BECERRA
Attorney General

State of California
DEPARTMENT OF JUSTICE



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January 31, 2019

Ms. Brandi Jones
Senior Planner
City of Irwindale, Planning Division
5050 North Irwindale Avenue
Irwindale, CA 91706

RE: Comments on the Notice of Intent to Adopt a Mitigated Negative Declaration for the
5175 Vincent Avenue Project (SCH #2018121056)

Dear Ms. Jones:

As we discussed on the phone January 30, 2019, the California Attorney General's Office has reviewed the City of Irwindale's Notice of Intent to Adopt a Mitigated Negative Declaration (MND) and Initial Study for the 5175 Vincent Avenue Project (the Project). On Friday, January 18, 2019, the Attorney General's Office submitted a set of questions concerning the Project to the City. We have not yet received a response, and we understand that the City needs additional time to respond to the questions. Nonetheless, for the City's benefit as it considers how to proceed, we respectfully submit these comments regarding the City's compliance with the California Environmental Quality Act (CEQA).¹

While we commend the City's remediation of the former Manning Pit site, the MND and Initial Study for this large warehouse project fail to support the City's conclusion that the Project would not have significant impacts on the surrounding low-income community of color. One of the "basic purposes of CEQA [is] to [i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities."² The threshold for determining whether an environmental impact report (EIR) is required is a low one—an EIR is needed if substantial evidence supports a "fair argument" that a project may have a significant effect on the environment.³ Here, the City's air quality impact analysis fails to evaluate the

¹ The Attorney General submits these comments pursuant to his independent power and duty to protect the environment and natural resources of the State. (See Cal. Const., art. V, § 13; Gov. Code, §§ 12511, 12600-12612; *D'Amico v. Bd. of Medical Examiners* (1974) 11 Cal.3d 1, 14-15.)

² CEQA Guidelines, § 15002(a)(1).

³ *The Pocket Protectors v. City of Sacramento* (2005) 124 Cal.App.4th 903, 928; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1399-1400.

Project's cumulative impacts, as required by CEQA. Nor does it analyze all of the Project's reasonably foreseeable uses, including the use of the warehouse for refrigerated storage. It also fails to evaluate the Project's consistency with the regional air quality plan. In addition, contrary to the Initial Study's conclusion, the traffic noise data provides substantial evidence of a significant environmental impact, warranting additional study. We therefore urge the City to prepare an EIR to fully study, disclose, and mitigate the Project's significant environmental impacts.

I. THE PROJECT WOULD SITE A LARGE WAREHOUSE ON A RESIDENTIAL STREET IN A HIGHLY-POLLUTED LOW INCOME MINORITY COMMUNITY.

The Project consists of an approximately 545,735 square-foot high-cube warehouse, 199 standard parking stalls, 181 truck parking stalls, and utility and landscaping improvements.⁴ The Initial Study predicts that the Project would generate 580 truck trips and 2,128 passenger car trips daily.⁵ The Project site totals 26.05 acres across two vacant parcels.⁶ While the site is zoned M-2 for Heavy Manufacturing uses, 8.07 acres of the site are currently designated Residential in the City's General Plan, which the Project would re-designate Industrial/Business Park.⁷

The Project is located on Vincent Avenue at the boundary of southeastern Irwindale and Vincent, an unincorporated community in Los Angeles County.⁸ Vincent Avenue is a busy residential street with single-family homes across from the Project.⁹ Additional single-family homes are to the west, along with Irwindale Park, Irwindale City Hall, and a public library.¹⁰ Alice M. Ellington Elementary School is less than 1,000 feet to the east, and thirteen other schools are located within approximately 1.5 miles of the Project.¹¹ North of the site is a largely industrial area.¹² To the south sits the remainder of the former quarry area and more single-family homes.¹³

The surrounding community is already highly burdened by pollution. According to CalEnviroScreen 3.0, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the Project's census tract ranks worse than 90-95 percent of the rest of the state overall.¹⁴ The census tract is in the 100th percentile for pollution

⁴ Initial Study at p. 4.

⁵ *Id.* at p. 95 Table 18.

⁶ *Id.* at p. 3.

⁷ *Id.* at p. 3-5.

⁸ *Id.* at p. 3.

⁹ *Id.* at p. 11 Fig. 3.

¹⁰ *Id.* at p. 9 Fig. 2.

¹¹ *Ibid.*

¹² *Id.* at p. 11 Fig. 3.

¹³ *Id.* at p. 17 Fig. 6.

¹⁴ CalEnviroScreen 3.0, available at <https://oehha.ca.gov/calenviroscreen> (as of January 17, 2019). CalEnviroScreen is a tool created by the Office of Environmental Health Hazard

burden, meaning it is more polluted than almost all other census tracts in the entire state. The surrounding community bears the impact of multiple sources of pollution and is more polluted than average on every pollution indicator measured by CalEnviroScreen. The Project area has more solid waste sites, groundwater threats, toxic releases, hazardous waste sites, and traffic than 85 percent of the State. Furthermore, the community, which is largely Hispanic, is especially vulnerable to the impacts of pollution. The community has very high unemployment rates, which is an indication that they may lack health insurance or access to medical care. Furthermore, the community surrounding the Project has a higher proportion of babies born with low birth-weights than 82 percent of the State, which makes those children more vulnerable to asthma and other health issues. The residents of neighboring Vincent are likewise majority Hispanic and bear a relatively high pollution burden according to CalEnviroScreen.

II. THE CITY’S AIR QUALITY IMPACT ANALYSIS IS INSUFFICIENT.

A. The City Failed to Analyze Cumulative Air Quality Impacts.

“One of the most important environmental lessons evident from past experience is that environmental damage often occurs incrementally from a variety of small sources.”¹⁵ Consequently, CEQA requires analysis of cumulative impacts.¹⁶ Despite inclusion of a cumulative air quality impact checklist question, however, the Initial Study provides no analysis of cumulative air quality impacts. Instead, it groups the cumulative impacts criterion with its analysis of the Project’s individual impacts and proceeds to evaluate only the Project’s incremental effects.¹⁷ Because the Initial Study finds that the Project in isolation would not exceed any emissions standard, it concludes that its air quality impacts—including, without saying so, its cumulative impacts—would be less than significant.¹⁸

But an Initial Study must “[e]xplain[] the reasons for determining that potentially significant effects would not be significant.”¹⁹ A proper cumulative impacts analysis involves considering the incremental impact of the Project in combination with related impacts of other

Assessment that uses environmental, health, and socioeconomic information to produce scores and rank every census tract in the state. A census tract with a high score is one that experiences a much higher pollution burden than a census tract with a low score. Office of Environmental Health Hazard Assessment, CalEnviroScreen 3.0 Report (January 2017), available at <https://oehha.ca.gov/media/downloads/calenviroscreen/report/ces3report.pdf>.

¹⁵ *Kings Cty. Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 720.

¹⁶ CEQA Guidelines, Appendix G, §§ 15130, 15355.

¹⁷ Initial Study at pp. 30-34.

¹⁸ *Id.* at pp. 33-34.

¹⁹ *Id.*, § 15063, subd. (c)(3)(C).

past, present, and reasonably foreseeable probable future projects.²⁰ That inquiry is distinct from considering the Project's impacts in isolation.²¹

Analysis of the Project's cumulative air quality impacts is especially crucial here because the Project is located in a community that already suffers from some of the worst pollution in the State. While the Project's air quality impacts may not be significant in isolation, they become more concerning when combined with the pollution produced by nearby quarries, factories, oil recycling facilities, and warehouses. Moreover, sensitive receptors surround the Project site on three sides. Despite California Air Resources Board guidelines suggesting that distribution warehouses should be at least 1,000 feet away from sensitive land uses to avoid health impacts, single-family homes and an elementary school are within 1,000 feet to the west, east, and south.²² The Initial Study does not consider whether the Project's impacts in combination with other sources of air pollution will have cumulative impacts on the nearby sensitive receptors could be significant. The City should prepare an EIR to investigate this question.

B. The City Must Consider the Air Quality Impacts of the Project's Various Allowed Uses.

Under CEQA, the City must analyze all reasonably foreseeable Project impacts.²³ That includes the Project's various allowed uses. The project description states that "[h]igh-cube warehouses are generally grouped into five types: fulfillment center, parcel hub, cold storage facility, transload facility, and short-term storage facility," and that "[t]he exact use of the proposed high-cube warehouse would fall into one of these five types."²⁴

Different types of warehouses have different environmental impacts. For example, because refrigeration functions produce substantially more air pollution and greenhouse gas emissions, cold storage warehouses have greater air quality impacts than other types of warehouses. As the California Air Resources Board explains,

Transport Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from

²⁰ *Id.*, § 15355, subd. (b); *Communities for a Better Env't v. California Res. Agency* (2002) 103 Cal.App.4th 98, 118 ("[T]he guiding criterion on the subject of cumulative impact is whether any additional effect caused by the proposed project should be considered significant given the existing cumulative effect.").

²¹ *Kings Cty. Farm Bureau v. City of Hanford, supra*, 221 Cal.App.3d 692, 719-21 (holding that relatively small air quality impacts from a project do not eliminate the need to consider the project's combined impacts with other development).

²² California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005), at p. 4.

²³ *Laurel Heights Improvement Assn. v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 396.

²⁴ Initial Study at p. 4.

9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby.²⁵

In its air quality analysis, the City appears to have evaluated only the impacts of an unrefrigerated warehouse, even though the Project could include refrigeration.²⁶ The City must analyze the impacts of all reasonably foreseeable Project uses, including cold storage.

C. The City Did Not Justify its Conclusion that the Project is Consistent with the Regional Air Quality Plan.

Furthermore, the Initial Study failed to explain its finding that the Project would not conflict with the applicable air quality plan. The South Coast Air Basin's air quality management plan surveys the region's forecasted development and uses those projections to create a program to bring the region into compliance with federal air quality standards. Its projections are based on current land use plans, including zoning and local general plans. While much of the Project site is currently designated by the Irwindale General Plan for industrial uses, the Project involves re-designating about one-third of the site from residential to industrial. The Project's industrial land use on this parcel would likely generate greater emissions than development based on its prior residential designation, so the Project could conflict with the air quality management plan's projections. After acknowledging the change in land use designation, the Initial Study fails to analyze this potential impact. At minimum, the City must explain why re-designating 8.07 acres of the site from residential to industrial would not conflict with the air district's air quality plan.²⁷

III. THE CITY'S TRAFFIC NOISE IMPACT ANALYSIS DEMONSTRATES THAT THE PROJECT MAY HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT.

The Project's traffic noise impacts also warrant preparation of an EIR. Vincent Avenue, where the Project's entrance points would be located, is a residential street lined with single-family homes.²⁸ The Project would bring 580 daily truck trips and 2,128 daily passenger car trips to this street, subjecting the neighboring families to the attendant noise of this traffic 24 hours a day, seven days a week.²⁹

Data from the Initial Study show that the Project may have significant traffic noise impacts. The City appears to use a 55-70 decibel significance threshold for noise impacts, which

²⁵ California Air Resources Board webpage entitled Transport Refrigeration Unit (TRU or Reefer) ACTM, available at <https://www.arb.ca.gov/diesel/tru/tru.htm>.

²⁶ Initial Study at Appendix A.

²⁷ CEQA Guidelines, § 15063, subd. (c)(3)(C) (providing that environmental documents must "[e]xplain[] the reasons for determining that potentially significant effects would not be significant").

²⁸ Initial Study at p. 11 Fig. 3.

²⁹ *Id.* at p. 95 Table 18.

is a state standard for “conditionally acceptable” noise.³⁰ The Initial Study predicts traffic noise with the Project at two nearby points to be 72 decibels and 74.4 decibels, respectively.³¹ Both of these measurements are well above the 70 decibel threshold used by the City, especially as the decibel scale is logarithmic (meaning a 10 decibel increase is a doubling of noise).

Despite this data, the Initial Study finds that the Project “would result in a decibel level of approximately 70 dBA at the nearest residential receptors along Vincent.”³² It then incorrectly concludes that “[t]hese scenarios fall *under* the conditionally acceptable standard established by the State,” such that the impacts are less than significant.³³ However, at minimum, the analysis showing traffic noise would be above 70 decibels is substantial evidence of a fair argument that the Project would cause a significant impact. An EIR to fully study and mitigate the Project’s significant traffic noise impacts is thus required.³⁴

IV. CONCLUSION

CEQA promotes public health and thoughtful governance by requiring evaluation, public disclosure, and mitigation of a project’s significant environmental impacts before project approval. While we commend the City’s efforts to remediate the Project site, an MND is not appropriate for this large warehouse Project. The City should prepare an EIR to study all potentially significant Project impacts, including cumulative air quality impacts, the impacts of all reasonably foreseeable Project uses, the Project’s consistency with the regional air quality plan, and traffic noise impacts. In evaluating the Project’s impacts, the City should consider the surrounding community’s already-high pollution burden and vulnerability to the resulting health effects. I am available to provide assistance to the City as it further studies the impacts of the Project, including providing example mitigation measures from other similar projects. Please do not hesitate to contact me if you have any questions or would like to discuss.

Sincerely,



ROBERT SWANSON
Deputy Attorney General

For XAVIER BECERRA
Attorney General

³⁰ *Id.* at p. 75.

³¹ *Id.* at p. 77 Table 11.

³² *Id.* at p. 78.

³³ *Ibid.* (emphasis added).

³⁴ *Gentry v. City of Murrieta*, *supra*, 36 Cal.App.4th 1359, 1399–1400.

From: [Cynthia Kellman](#)
To: [LBDS-EIR-Comments](#); [Amy Harbin](#); [Alison Hahm](#)
Cc: [Doug Carstens](#); [Sunjana Supekar](#)
Subject: Objection to Pacific Place Project 3701 Pacific Place and 3916-4021 Ambeco Road (Mitigated Negative Declaration-10-19-20)
Date: Monday, November 16, 2020 4:30:29 PM
Attachments: [Letter to City re MND -Final-R.pdf](#)

-EXTERNAL-

Dear Ms. Harbin,

Attached please find a comment letter from Douglas Carstens and Alison Hahm regarding the above-captioned subject.

Please feel free to contact me with any questions or concerns.

Sincerely,
Cynthia Kellman
CHATTEN-BROWN, CARSTENS & MINTEER LLP
2200 Pacific Coast Highway, Ste. 318
Hermosa Beach, CA 90254
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cpk@cbcearthlaw.com
www.cbcearthlaw.com

From: [Sara Ladd](#)
To: [LBDS-EIR-Comments](#)
Cc: [Mayor](#); patrick.odonnell@asm.ca.gov; [Council District 8](#); [Council District 7](#)
Subject: Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA
Date: Monday, November 16, 2020 4:13:46 PM

-EXTERNAL-

November 16, 2020

Attn: Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

I strongly oppose the current project at 3701 Pacific Place, Long Beach, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and a car-wash across from Los Cerritos Elementary School and Park.

I am concerned that the City is not dedicated to protecting our environment. This project is not only stirring up what may potentially be hazardous soil, if constructed will also impact our area's climate due to the heat island factor. We must green our environment today if we are going to leave a better planet for our next generations. Further, the Department of Toxic Substances Control (DTSC) has not completed its study of the site, nor held a public meeting; Development has not been fully entitled or a construction permit issued—yet the developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood.

Sincerely,

Sara Ladd
3543 Myrtle Avenue
Long Beach, CA 90807

From: [Debby](#)
To: [LBDS-EIR-Comments](#)
Subject: Pacific Place Development
Date: Monday, November 16, 2020 1:42:16 PM

-EXTERNAL-

Dear Ms. Amy L. Harbin,

It has come to my attention that the construction site at 3701 Pacific Place has not done an EIR. The potentially toxic dust is concerning since my neighborhood is in close proximity as well as Los Cerritos Elementary school and park. My family and I have lived in this neighborhood for over 20 years, and we have always believed the city of Long Beach holds the best interests of their citizens. I am requesting that a full environmental impact report be done on this site that used to be a dumping ground of toxic materials many years ago.

Open spaces do not always have to be built on, they could become green spaces with trees to help minimize air pollution.

Thank you for your time,

Debby Lalonde

From: [Mike Laquatra](#)
To: [LBDS-EIR-Comments](#)
Subject: 3701 Pacific Place
Date: Monday, November 16, 2020 9:20:04 AM

-EXTERNAL-

Amy L. Harbin, Planner,

I am writing in opposition to utilization of a Mitigated Negative Declaration review for the proposed project at 3701 Pacific Place, instead requesting a full EIR. I have many concerns in regards to this project as proposed including loss of open space as well as further degradation of our already substandard air quality. I will not detail all of my objections in order to focus on what I feel is the most pertinent impact from this project, namely increased traffic. The environmental information lists an average of 436 new daily trips along Pacific Place, including semi tractor trailers. All of these additional vehicles would be traversing Pacific Place which is comprised of two lanes northbound and one very poorly maintained southbound lane. This increased traffic will be crossing the entrance lanes to the 405 and 710 freeways when southbound on Pacific Place as well as interacting with traffic that is accelerating in preparation for freeway entry when northbound. Prior to the Covid induced reduction in daily commuter traffic the eastbound lanes of Wardlow Avenue backed up for an unacceptable distance during the afternoon rush hour even before considering the proposed development of over 220 new homes to be located on the old Oil Operators property along the north side of Wardlow to the west of Magnolia. This would likely result in huge traffic congestion even without the proposed Pacific Place project. Not only are there insufficient lanes available for all of these additional vehicles, Wardlow, Magnolia, and Pacific Place are not truck routes, yet this proposal calls for warehouse/general use space which by definition will lead to significant truck traffic. I feel that a full EIR including a rigorous traffic study is essential prior to further consideration of this project.

Thank you for considering my objections,

Mike Laquatra, North Wrigley resident homeowner

FROM: Corliss Lee 3072 Knoxville Ave. Long Beach Ca 90808

Nov 16, 2020

TO: City of Long Beach
Development Services Department
Attention: Ms. Amy Harbin
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802

RE: substantial environmental issues Pacific Place Project

This letter describes substantial issues that have been minimized improperly in the MND, seemingly to take short cuts in a rush to build on the subject property. The site was heavily polluted over the years and until now, has been deemed not suitable for development. It is shocking to see this site evaluation being conducted as a negative declaration. I believe a complete EIR is warranted, as explained herein. If this site, with its history of being used for waste, doesn't qualify for an EIR - nothing will.

Additionally, the long-term vision for these only two remaining underdeveloped locations on the westside of Long Beach along the LA River was to create parkland open space. To the residents of the area, this last bit of open land carried the promise that the City cared about their dilemma of living in a high pollution/emissions area, and the assumption was that the City was going to seek funding for parkland. The Master Plan for the LA River backed up the vision for parkland. However, the city's land-use plan that had designated this area as open space in 2018 was hi-jacked in 2019 - long after the public outreach sessions - and turned into an opportunity for a developer to create industrial space.

1) Hazards and Hazardous Materials CEQA checklist IX 5-47

The Pacific Place Project is being built on land that has substantial hazardous waste deposited after years of being used as the Oil Operator's waste dump site. Ostensibly, there is sludge going down 50 feet.

I talked to a retired Oil Engineer that had experience with building in and around oil properties. He reported that the normal sequence of events for such an undertaking is as follows:

- 1) Engage a Soils company to **drill a core sample** in several places around the site 30 – 50 ft (or however deep the pit had been excavated originally to accept the waste).
- 2) **Evaluate the core samples** and if contaminates are found, **determine the methodology to stabilize the soil** (add amendments or dig it up and put in trucks and haul it away to another dump site).
- 3) **Perform a surcharge test** where you add weight on top to see how much it sinks. Normally the soil would sit for a year or two while soils experts **monitor the elevation**. The Soils Company prepares a **soils report** with data and information on whether the ground could safely support the planned structure.

There is no evidence of a core sample being drilled within the last 20 years. (see Public Records Request C009227-111020). It appears there was a *decision to build* and surcharge was undertaken, not as a test but as a preparation for construction *without evaluating the site for contaminants*. Skipping the core sample and allowing grading of the location, kicking up dust and possibly contaminants into the air, placed the public at risk.

2) **Hazardous Materials** The CEQA checklist questions Section IX

“Would the project

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

This was answered by the Lead Agency with “less than significant impact.” How can that judgement by the Lead Agency be accurate when they did not perform due diligence (obtain a core sample) to find out what is in the soil?

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

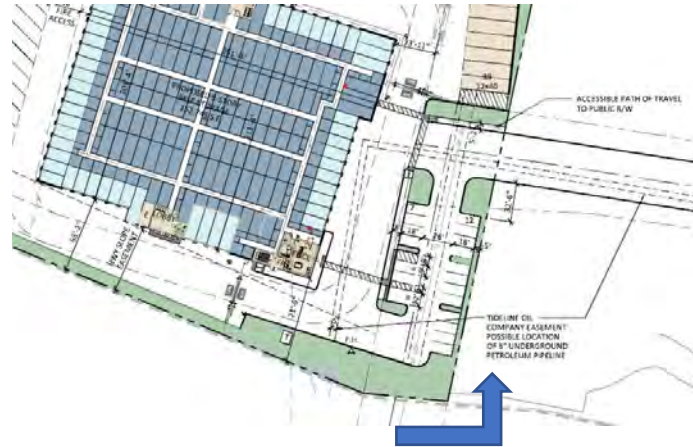
Lead agency rated this as “less than significant impact.” Los Cerritos Elementary School is within a quarter mile of this project and students and staff will be subjected to known and unknown pollutants by soil disturbance. Signs have long been posted on the site warning the public of arsenic and other contaminants.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would it create a significant hazard to the public or the environment? The Lead Agency rated this as *“less than significant with mitigation actions incorporated.”*

I’m not sure how the above questions b, c and d can be judged “less than significant” when this location is required to be reported to the Government because of known contamination. Without defining what contaminants are in the ground (by taking a core sample), how can a relevant determination be made whether it poses a significant hazard to the public or environment? Only item d requires mitigation which is inconsistent with the other ratings. An EIR is required to obtain solid information in support of an evaluation of the site.

3) Hazards and Hazardous Materials CEQA IX 5-47

Exhibit 5 page 3-1 site plan for Artesia Parcels shows “*Tideline Oil Company easement possible location of 8” underground petroleum pipeline*” bottom right on the map. There doesn’t seem to be a company with the name “Tideline” in Long Beach. Is it possible they meant Tidelands Oil Production Company? Shouldn’t “**a possible 8” underground petroleum pipeline**” be investigated before going forward with construction to find out whether it is inactive and capped off? If a full EIR were performed, I would expect we would have information regarding what was underground on the site.



4) AIR QUALITY CEQA checklist Sec III 5-5

III. AIR QUALITY. “Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.”

Would the project:

- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- c) Expose sensitive receptors to substantial pollutant concentrations?
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

How could the Lead Agency make a judgement on these questions without a recent core sampling that would provide information on pollutants on this site? An EIR is required to ensure a core sampling is taken to obtain substantive evidence of contaminants in the soil that

produce emissions and/or drift into the air during construction and additional mitigation measures are required to ensure testing continues after the project is complete **to protect the public.**

4)AIR QUALITY CEQA checklist Sec III 5-5

The Cal Enviro screen charts¹ rate the project area 3701 Pacific in the 86th percentile with respect to pollution. That is only 4 points away from achieving the worst possible pollution rating. The plan for 11 truck doors to be built on the McDonald Trust parcels² suggests significant diesel truck traffic at the site which will increase emissions in the area and make a negative contribution to the air quality issues.

5)BIOLOGICAL CEQA checklist Sec IV 5-19

LANDSCAPE AND HARDSCAPE (P.28)

“Southern tarplants (*Centromadia parryi ssp. australis*) **proposed** for removal from the development area **would be** relocated to the proposed landscaped area in the north end of the Artesia parcels.”

The IS document speaks as if there is a plan ***in the future*** to remove existing endangered species Southern tarplants (*Centromadia parryi ssp. australis*) when in fact the plants in the area have already been removed by grading in preparation for surcharge. When any herbaceous plant is pulled from the ground, survival is at risk. Immediate transplant to a location already prepared is the best chance for survival. *I would assume the tarplants that were “removed” during grading are all dead.* The sequence of actions taken violates the premise of having an approved CEQA document **before** obtaining permits and implementing a construction plan. There is no discussion in the mitigation plan for dealing with transplant shock, ground preparation, adequate watering, etc. The mitigation plan for maintaining this endangered species is insufficient with only a swath of land identified for future habitat (north end of site plan).

6) GEOLOGY AND SOILS VII 5-34

The CEQA checklist includes the following significant areas that were judged by the lead agency to be “Less than significant with mitigation incorporated.” Would the project

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - iii) Seismic-related ground failure, including liquefaction?
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

¹ <https://oehha.ca.gov/calenviroscreen/maps-data>

² Project Description McDonald Trust Parcels Proposed Land Uses page 3-3

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

The content of the 50 ft pit that was used to collect by-products of drilling has not been determined (a core sample was not taken prior to surcharge).

This site has been identified as having fault lines running through it and an earthquake could cause the contaminants to be exposed.

Burying contaminants beneath acres of concrete may cause the emissions to be pressurized and an earthquake could release any contaminate emissions trapped under the concrete.

The mitigation measures need to be matched to the content of the pit. The contaminants/hazardous materials have not been definitively determined by core sampling.

7) Greenhouse Gas Emissions CEQA checklist VIII 5-40

The CEQA checklist asks Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (Lead agency rated this as “less than significant impact”).
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Lead agency rated this as “no impact”).

Bringing numerous diesel trucks onto the site during an extensive development of the site will undoubtedly increase carbon/gasoline emissions. Once the project is complete, there will be a steady flow of traffic in and out of the site which will also increase carbon gasoline emissions. This location is identified in the Cal Enviro screen charts as in the 86th percentile with respect to pollution already. This project will exacerbate the problem.

8) UTILITIES AND SERVICE SYSTEMS. CEQA checklist XIX 5-56

Would the project:

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which would cause significant environmental effects?
- c) Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would
 - i) result in substantial erosion or siltation on or off site?
 - ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?
 - iii) create or contribute runoff water which would exceed the capacity or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

iv) impede or redirect flood flows?

While the Lead Agency rated both a and c as “less than significant impact,” the City and County stormwater drainage systems have been inadequate to handle water drainage and flooding occurs downstream from this site regularly. Adding acres of impervious surface will surely exacerbate the problem for any runoff not captured or overflowing the storm drains.

9) **LAND USE AND PLANNING** CEQA checklist XI 5-61

Would the project: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? The lead agency rated this as “no impact.”

What is problematic with this question and rating is that all through the years, this location had been deemed unacceptable for development because of the hazardous waste dumping at the site. The Land Use Element (LUE) was heavily debated with the public in 2017, but no questions were raised because this acreage was marked as Parks and Open Space, which was acceptable to the residents. At the March 6 2018 meeting where the LUE maps were approved, the document acknowledged the public desire for open space

“Air quality, vacant and abandoned properties, access to open space, infrastructure, and access to goods and services were all environmental justice concerns raised by many stakeholders.”³

The land-use maps approved by City Council at the March 6 2018 meeting were subsequently changed to re-categorize this area as neo-industrial in 2019 **without public notice or discussion**. The covert act of changing the LUE after the period for public debate and input did not protect the public from the impacts that will arise with this project. Marking this question as “no impact” belies the truth that as far as the public is concerned, this tract of land was designated for open space because of contaminated soil.

Plans for OPEN SPACE/PARKLAND in this area are documented in the following:

2007 – Long Beach Riverlink Plan proposed keeping these parcels as open space and use it to improve access to the LA River with a Riparian Woodland to complement the adjacent Dominguez Gap Wetlands.

2015 – West Long Beach Livability Implementation Plan identified this land as right for parkland expansion.

2018 - On 3/7/2018 City Council approved maps with this area designated as open space with the Parks placetype⁴ Plans for Neo-Industrial

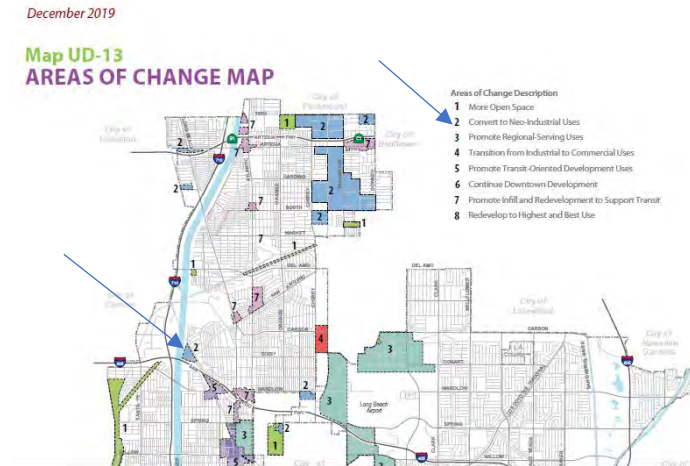
NEO-INDUSTRIAL 2019 – the final City Council LUE approval contained changes to district 8 that changed this area to Neo-industrial.

³ City Council March 6 2018 agenda Item 1 attachment A <http://longbeach.legistar.com/View.ashx?M=F&ID=5829873&GUID=FDF0B052-455E-4966-8A8F-9A67DA9050F9>

⁴ City Council approved this area as open space in LUE at March 6 2018 council meeting agenda item 1 Press release on LUE final changes <http://www.longbeach.gov/press-releases/city-council-approves-general-plan-update-land-use--maps-with-changes/>



2017 LUE Map Green=Parks placetype



2019 Change to LUE (neo-industrial)



2019 LUE Map

Blue = Neo-Industrial placetype

10) **Recreation** CEQA checklist XVI 5-76

The CEQA questions do not target the gist of the loss to the public with this project. The damage done is in my commentary below.

The west side of Long Beach was built in the early years, much of it in the 1920s forward when business was less regulated and zoning favored industrial endeavors. Parks were less of a focus because open space was abundant in those days. The entire east side of Long Beach was open space for westside residents until the 1950s when it was developed into single family tract homes. The foresight to set aside land for parks was not a focus in those early years and thus the westside was developed without them. The eastside, built in a different era, benefited from outstanding planning and development and along with citizens lobbying for open space, benefited from a focus on parks. Today, the westside is sorely bereft of green space reducing the opportunity for outdoor recreation and breathable air. The disparity between the eastside and westside with respect to open space is extreme and needs to be balanced. These properties, the Artesia acreage and McDonald Trust lands, were the opportunity to construct a legacy for those currently in power – a lasting good for the community – parkland that would bring breathable air back to the community and a place to relax and play. However, money talks – and the covert deal that was made between the council member(s) and the developer cheated the public of their last opportunity for parkland. That is – unless this ill-conceived project is replaced with a plan for hazardous waste remediation and a plan for open space development.

11) **Transportation and Traffic** CEQA checklist XVII 5-77

Would the Project:

a) Conflict with a plan, ordinance or policy addressing the circulation system, taking into account all modes of transportation including transit, roadway, bicycle, and pedestrian facilities? The Lead Agency judged this to be Less Than Significant Impact.

Left out of the discussion is the equestrian population. There are horse trails in this area that are a topic of discussion in some of the other letters of commentary. The site maps do not provide for public access to the river via sidewalks or bike trails. The Recreation element of the General Plan only makes mention of equestrian areas.⁵

While CEQA was amended in 2018 to focus on vehicle miles travelled (VMT), and the previous criteria which was vehicle delay and level of service were eliminated, traffic studies still need to be conducted to establish the safety of citizens with respect to entrance and egress from the site during an emergency.

The report states that “the Governor’s Office of Planning and Research (OPR) Technical Advisory (TA), dated December 2018. directs that VMT for non-residential projects should be measured at the regional level. The OPR TA recommends specific methodologies and thresholds to evaluate transportation impacts of residential, office, and retail projects. However, the project cannot be classified as one of these three uses. The OPR TA does not specifically recommend thresholds for any other type of projects, rather it suggests that jurisdictions may develop their own thresholds.”

I would suggest that the guidelines for residential facilities be used since the impact of traffic will be to those living near the development. The charts and calculations shown in the report as well as an outcome of “no impact” are not believable.

12) **Cultural Resources** CEQA checklist item V 5-26

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? The Lead Agency rated this “no impact.”

§15064.5 A resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;”

⁵ Open Space and Recreation Element of the General Plan page 6 <http://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/open-space-and-recreation-element>

The equestrian uses of the land would change with the building development. That would negate the “no impact” rating.

SUMMARY

In summary, there are many aspects of this project that would benefit from doing the research associated with a complete EIR. This is not a location that should be summarily approved for development under a Mitigated Negative Declaration. The environmental aspects of the history of the land and especially the unknown composition of what was dumped in this location needs investigation to protect the public.

I advocate for a complete EIR investigation and report.

Respectfully,

Corliss Lee

Secretary Citizens About Responsible Planning

Member Riverpark Coalition

3072 Knoxville Ave.

Long Beach, Ca 90808

(714) 401 7063 corlisslee@aol.com

References:

<http://www.longbeach.gov/lbds/planning/environmental/reports/>

http://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/pacific-place-project-3701-pacific-place/pacific_place_mnd-101920

From: corlisslee@aol.com
To: [LBDS-EIR-Comments](#); [CityClerk](#)
Subject: Pacific Place Project comments on MND
Date: Monday, November 16, 2020 2:36:55 PM
Attachments: [Corliss Lee Pacific Place Project comments.docx](#)

-EXTERNAL-

The attached letter is submitted to oppose use of a Mitigated Negative Declaration for the Pacific Place Project.

Please provide copies to all members of the Planning Commission, City Council, and the Heads of Parks Recreation and Marine and Development Services.

Respectfully,
Corliss Lee
Secretary Citizens About Responsible Planning
(714) 401 7063

From: [Krysta Lin](#)
To: [LBDS-EIR-Comments](#)
Subject: Pacific Place Project - letter of protest
Date: Monday, November 16, 2020 10:02:22 AM

-EXTERNAL-

Dear Amy Harbin,

My name is Krysta Lin and my family recently moved to Los Cerritos. Our home is on Country Club Dr. We moved from east side Long Beach where we had a home near El Dorado park. The only drawback to our new neighborhood is increased noise and pollution due to being closer to the freeways. Recently after moving, we learned of the Pacific Place Project.

This is my letter of protest to that project. I understand the significant challenges with mitigation of the contaminated land and the costs for the city to purchase this land. But I think this has to be considered if we wish to see our city continue to move forward, away from industry that pollutes and towards an environment that is healthier for everyone. Continued restoration of land along the LA River would benefit all of Long Beach. A greenspace in this corner where 2 massive freeways intersect would go a long way to improving the air quality for Bixby Knolls and the surrounding area.

In speaking with our neighbors, it seems like there was not adequate notice to the surrounding neighborhoods when this land was rezoned from Open Space to Industrial in 2018. We have two elementary school children and the fact that this development is a stone's throw from our elementary school is incredibly concerning.

Once this area of land is developed, we lose it forever. We need bold action and a vision that looks forward generations, not just a few years. If there is anything I can do to have an effect on this project, please let me know. I hope you do everything within your power to put the health of the community and environment first.

Sincerely,
Krysta Lin
4004 Country Club Dr
917.912.6476

From: [Brophy Dale](#)
To: [LBDS-EIR-Comments](#)
Subject: EIR for 3701 Pacific Place Proposed Project
Date: Monday, November 16, 2020 2:53:37 PM

-EXTERNAL-

The proposed project at 3701 Pacific Place requires a full EIR due to its considerable toxicity. Please ensure this is completed.

Thank you,

Candace Mead and Brophy Dale
North Wrigley Residents

November 16, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

I hope the words on this page will convey my disappointment of the City I have called home for most of my life, over 50-years. Priorities have been increasingly more and more skewed favoring out of town developers and special interests, and have totally neglected the people that call this town home. How can I even begin to convey my overwhelming opposition of the proposed development at Pacific Place, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure of over 150,000 SF of storage capacity and a car-wash across from Los Cerritos Elementary School and Park.

This site, which stores toxic waste and sewage that was buried and covered by a plastic membrane in the 1980s, (specifically in order to limit neighborhood exposure to the toxic materials and gases) should not be disturbed. Local petroleum industry has used this site to dump hazardous materials for decades, I have even heard stories from neighbors of late night or obscure dumping taking place as recently as 2000. When I was a kid in the 70's I did not know how bad our environmental issues were. I do remember the days when we could not play in our school yard due to the high levels of smog, but I would ride my bike through these fields of toxic pools, and on occasion we would see dead birds stuck to the muck. Now we should all realize how bad it really is. It has been well documented that South East Los Angeles has some of the worst air quality in the USA, yet the City has chosen to allow this project to continue, and to potentially harm thousands of us living in the west side of Long Beach. You, may not fully understand how bad it is until you see how it can change a person's life or end it. Both my parents passed away at an earlier age than expected, both lived a healthy life, yet they were struck by illnesses mainly attributed to heavy smokers yet neither where. Many of my family members and neighbors have been afflicted with some of the strangest forms of non-hereditary cancers while other family members suffer from asthma and chronic bronchitis. We have made this City our home, and our children and now even some grand children have as well, the more the reason I oppose this project.

In order to build this new site, the developer has been allowed by the City to Grade the land flat and clear it of any plants, disturbing this toxic soil, and kicking up hazardous

dust into our community to Build a huge mound of soil nearly 20-feet high. Yet the City never requested a full Environmental Impact Report nor a Grading permit or a Building permit, only a Mitigated Negative Declaration. In this case, from all of the research and history behind that site, there is substantial evidence that the project may pose a significant effect on the environment. The Negative Declaration is woefully inadequate and an EIR must be prepared.

The EIR must address all possible impacts including the history of decades of toxic exposure, the current construction work and proposed land development on the environment of Wrigley, Los Cerritos and west Long Beach, such as the urban heat island effect. Including traffic patterns, our local school, fire protection, endangered species, as well as archaeological artifacts, and community beauty and its impact on the LA River basin and its future, including its impact on our Los Angeles Basin. In addition, the EIR should also take into account the impact of lost opportunity for this open space, of the proposed projects impact on residential real estate values, and the alternative of not doing anything at all.

The City at this moment seems to be adopting a shortsighted approach at development. This City must fully address the what was and how we as a community are now imagining the future for our west Long Beach. The draft Land Use Element (LUE) of 2018 identified the area as open zone, a well-deserved designation due to its history as a toxic landfill, a Brownfield site. Prior to the LUE, it was identified in the City's own 2015 "West Long Beach Livability Implementation Plan" as an are right for park land expansion. Prior to that it was also identified in the 2007 in the City Park Department's "Long Beach River Link Plan" which proposed keeping the former golf driving range and improve access to the LA River with a riparian woodland to complement adjacent Dominguez Gap wetland. Prior to that, the "Open Space and Recreation Element of the General Plan" of 2002 also affirmed the need for more open space, to a goal of eight acres per one thousand residents, west long beach has less than one acre per thousand residents. However, in 2019 a last-minute change to the final LUE, changed the zone to Industrial, ignoring years of public comment and participation and even City staff recommendations.

Let's think about the long-term health of our neighborhood and of future generations. There will never be another opportunity for the City to acquire and develop this many acres for parkland. This is our only chance. For now, we must immediately stop any further disruption of the Pacific Place Project property and produce a full Environmental Impact Report.

Sincerely,

Juan E. Ovalle
8th District Resident
Att.

ATTACHEMENTS

The following information provided by historian and local advocate, Mr. Richard Gutmann.

“Please think about this: Until 1959 when Oil Operators opened their mechanical wastewater treatment facility in Wrigley Heights, they just pumped the wastewater into ponds and let it evaporate to be breathed in by local residents.

Still, in October of 1998 they received a bill from the Los Angeles County Sanitation District for \$4,218.58 for its benzene discharge for the quarter ending March 31, 1998. Note that this is for excess benzene that was still in the wastewater, even after it had been treated in Oil Operators' mechanical facility. The wastewater had already been heated and exposed to the air at which time a large amount of the volatile organic compounds vaporized to be breathed in by nearby residents.

Benzene causes leukemia in humans.

Should you decide to sue, here are the names of a number of the Oil Operators:

When Oil Operators, Inc. opened their mechanical wastewater treatment plant in the 1950s, it claimed 157 member companies. Below are the names of some of the members listed in one or more environmental impact reports prepared by the City of Long Beach.

Acme Heater Company

Airline Oil Company, Inc.

Alamitos Land Company

Atlantic Oil Company

Axis Petroleum Company

A. W. Brooks Production

Cal-E.D.I.

Carson Dominguez Real Estate Corp.

Charles E. Cather

J. D. Cather

J. D. & John E. Cather

Coast Supply Co., Ltd.

Cockriel Petroleum

Cecille M. Colvin

Cooper & Brain, Inc.

Crown Central Petroleum

The following information provided by historian and local advocate,
Mr. Richard Gutmann.

Crown Petroleum
Davis Investment Co.
D.B.M. Oil Co.
Donovan Petroleum Co.
El Cam Oil Co. •
Graner Oil Company
J. B. Graner
H. H. and W. Oil Co.
H. Oil Company
Harrison Oil Production Company
Herley Petroleum
Herley Kelley Co
Independent Exploration Company
J. I. Hathaway, Operator
J & M Operators
Jordan Oil Company.
A. S. Johnston Drilling Corp.
Robert W. Lee
George Kahn & Robert W. Lee
Lee & Stone Oil Company
Lomita Gasoline Co
Lomita Operating Co.
M & J Operator
E. G. Marcoux
C. S. McAuley, Inc
McBo Oil Company.
Morton & Dolley
Oil Field Associates
Pauley Petroleum, Inc.
Petro Resources, Inc.
Petro-Lewis Corp.
Max Pray
Max Pray & Fred Morgan
Pyramid Oil Co
Mark Reminger.
John O. Richardson, Operator
Rohrig Petroleum
John M. & Geraldine M. Rohrig

The following information provided by historian and local advocate,
Mr. Richard Gutmann.

S & C Oil Co.

S & C Oil Company, Inc.

C. F. Sudduth

Sun Oil Co.

Jacat Oil Co.

The Termo Co.

Texaco Inc.

Timco Oil Co.

Transpac Petroleum

Transpac Petroleum Corp.

Tycoon Oil Company

Venice Gas Co.

Victory Oil Co.

Virginia Dare Oil Co.

Elisha Walker, Jr. & Max Pray

Western Ave. Properties

Richard Young & Assoc.

Ann Yunker

Yunker, Morton & Dolley

I believe various media reports
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Arco/Atlantic Richfield

Shell

The City of Long Beach also sent wastewater from its wells to Oil
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IMPORTANT MEETING

with L. B. Fire, Health, Planning, Parks Departments

November 15, 2000

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[In addition to health problems previously reported to the city, just Monday we learned that our long-time mail lady, a non-smoker, has lung cancer.]

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5

Implementation



Bixby Knolls

Context. Seven neighborhoods make up the Bixby Knolls community planning area, see Map LU-23. With a broad mix of residential, commercial, institutional and open space uses - the majority of the area is zoned for and developed with single-family homes. The Los Cerritos neighborhood includes the first housing tract in Long Beach and the first public schoolhouse. California Heights is a large historic district where attractive Spanish Colonial style homes were developed in the 1920s and 1930s. Bixby Knolls has homes built in the 1940s and 1950s on generous lots with wide streets. Multi-family housing is concentrated along Carson Street, San Antonio Drive, between Long Beach Boulevard and Atlantic Avenue north of Wardlow Road, and around Los Cerritos Park. Commercial uses are concentrated along Long Beach Boulevard, Atlantic Avenue, Wardlow Road and San Antonio Drive. For the most part, properties are very well maintained throughout the community. The area is bounded on the west by the Los Angeles River and the Southern California Edison right-of-way and on the east by Forest Lawn and All Souls cemeteries. The I-405 San Diego Freeway and the City of Signal Hill make up the southern boundary. The Virginia Country Club (private golf course) and the historic Rancho Los Cerritos are situated on the west end of the community.

Issues/Needs. Schools, a new police station at Scherer Park, a library on Atlantic Avenue, and a fire station on Long Beach Boulevard adequately serve the Bixby Knolls community. In recent years, the Bixby Knolls Business Improvement District has made real progress in upgrading the commercial business environment, and the streetscape along Atlantic Avenue has become much more pleasant for pedestrians. Similar improvements are needed along other avenues, and elsewhere, where retail and mixed residential/commercial uses are encouraged in this plan. As much of Bixby Knolls lies beneath a Long Beach Airport major flight path, especially California Heights closest to the airport, engine noise has been an issue over the years. And although housing and commercial property maintenance is largely adequate in the Bixby Knolls communities, reinvestments will be needed. Beyond normal property maintenance and attempting to retain the unique character of each neighborhood, transitioning to low-water consuming landscapes and low-energy consuming buildings and materials will be a challenge for everyone, especially those with larger buildings and yards. Creating additional recreation and nature open spaces, and improving the edges along those that are extant including:

Union Pacific Railroad and remaining Pacific Electric railway routes, Edison right-of-way corridors, the Los Angeles River and remnant parcels of undeveloped land, is also highly desirable.

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Map LU-23 Bixby Knolls

5

Implementation



Implementation

Strategies for a Comprehensive Update to the Zoning Code to Develop Hybrid Zoning and Development Code

STRATEGY No. 43: Develop a zoning code that is consistent with the PlaceTypes, that balances flexibility and predictability of use, is sensitive to the way the City has developed over the decades, and encourages future growth to occur in the Areas of Change.

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December 2019

5

Administration +
Implementation

Map UD-13 AREAS OF CHANGE MAP



Areas of Change Description

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- 7 Promote Infill and Redevelopment to Support Transit
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Legend

Place Types

OS - Open Space

Neighborhoods

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Unique

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Metrolink Blue Line Station and 1/4 Mile Radius

November 16, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

I hope the words on this page will convey my disappointment of the City I have called home for most of my life, over 50-years. Priorities have been increasingly more and more skewed favoring out of town developers and special interests, and have totally neglected the people that call this town home. How can I even begin to convey my overwhelming opposition of the proposed development at Pacific Place, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure of over 150,000 SF of storage capacity and a car-wash across from Los Cerritos Elementary School and Park.

This site, which stores toxic waste and sewage that was buried and covered by a plastic membrane in the 1980s, (specifically in order to limit neighborhood exposure to the toxic materials and gases) should not be disturbed. Local petroleum industry has used this site to dump hazardous materials for decades, I have even heard stories from neighbors of late night or obscure dumping taking place as recently as 2000. When I was a kid in the 70's I did not know how bad our environmental issues where. I do remember the days when we could not play in our school yard due to the high levels of smog, but I would ride my bike through these fields of toxic pools, and on occasion we would see dead birds stuck to the muck. Now we should all realize how bad it really is. It has been well documented that South East Los Angeles has some of the worst air quality in the USA, yet the City has chosen to allow this project to continue, and to potentially harm thousands of us living in the west side of Long Beach. You, may not fully understand how bad it is until you see how it can change a person's life or end it. Both my parents passed away at an earlier age than expected, both lived a healthy life, yet they were struck by illnesses mainly attributed to heavy smokers yet neither where. Many of my family members and neighbors have been afflicted with some of the strangest forms of non-hereditary cancers while other family members suffer from asthma and chronic bronchitis. We have made this City our home, and our children and now even some grand children have as well, the more the reason I oppose this project.

In order to build this new site, the developer has been allowed by the City to Grade the land flat and clear it of any plants, disturbing this toxic soil, and kicking up hazardous

dust into our community to Build a huge mound of soil nearly 20-feet high. Yet the City never requested a full Environmental Impact Report nor a Grading permit or a Building permit, only a Mitigated Negative Declaration. In this case, from all of the research and history behind that site, there is substantial evidence that the project may pose a significant effect on the environment. The Negative Declaration is woefully inadequate and an EIR must be prepared.

The EIR must address all possible impacts including the history of decades of toxic exposure, the current construction work and proposed land development on the environment of Wrigley, Los Cerritos and west Long Beach, such as the urban heat island effect. Including traffic patterns, our local school, fire protection, endangered species, as well as archaeological artifacts, and community beauty and its impact on the LA River basin and its future, including its impact on our Los Angeles Basin. In addition, the EIR should also take into account the impact of lost opportunity for this open space, of the proposed projects impact on residential real estate values, and the alternative of not doing anything at all.

The City at this moment seems to be adopting a shortsighted approach at development. This City must fully address the what was and how we as a community are now imagining the future for our west Long Beach. The draft Land Use Element (LUE) of 2018 identified the area as open zone, a well-deserved designation due to its history as a toxic landfill, a Brownfield site. Prior to the LUE, it was identified in the City's own 2015 "West Long Beach Livability Implementation Plan" as an are right for park land expansion. Prior to that it was also identified in the 2007 in the City Park Department's "Long Beach River Link Plan" which proposed keeping the former golf driving range and improve access to the LA River with a riparian woodland to complement adjacent Dominguez Gap wetland. Prior to that, the "Open Space and Recreation Element of the General Plan" of 2002 also affirmed the need for more open space, to a goal of eight acres per one thousand residents, west long beach has less than one acre per thousand residents. However, in 2019 a last-minute change to the final LUE, changed the zone to Industrial, ignoring years of public comment and participation and even City staff recommendations.

Let's think about the long-term health of our neighborhood and of future generations. There will never be another opportunity for the City to acquire and develop this many acres for parkland. This is our only chance. For now, we must immediately stop any further disruption of the Pacific Place Project property and produce a full Environmental Impact Report.

Sincerely,

Juan E. Ovalle
8th District Resident
Att.

ATTACHEMENTS

The following information provided by historian and local advocate, Mr. Richard Gutmann.

“Please think about this: Until 1959 when Oil Operators opened their mechanical wastewater treatment facility in Wrigley Heights, they just pumped the wastewater into ponds and let it evaporate to be breathed in by local residents.

Still, in October of 1998 they received a bill from the Los Angeles County Sanitation District for \$4,218.58 for its benzene discharge for the quarter ending March 31, 1998. Note that this is for excess benzene that was still in the wastewater, even after it had been treated in Oil Operators' mechanical facility. The wastewater had already been heated and exposed to the air at which time a large amount of the volatile organic compounds vaporized to be breathed in by nearby residents.

Benzene causes leukemia in humans.

Should you decide to sue, here are the names of a number of the Oil Operators:

When Oil Operators, Inc. opened their mechanical wastewater treatment plant in the 1950s, it claimed 157 member companies. Below are the names of some of the members listed in one or more environmental impact reports prepared by the City of Long Beach.

Acme Heater Company

Airline Oil Company, Inc.

Alamitos Land Company

Atlantic Oil Company

Axis Petroleum Company

A. W. Brooks Production

Cal-E.D.I.

Carson Dominguez Real Estate Corp.

Charles E. Cather

J. D. Cather

J. D. & John E. Cather

Coast Supply Co., Ltd.

Cockriel Petroleum

Cecille M. Colvin

Cooper & Brain, Inc.

Crown Central Petroleum

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Crown Petroleum
Davis Investment Co.
D.B.M. Oil Co.
Donovan Petroleum Co.
El Cam Oil Co. •
Graner Oil Company
J. B. Graner
H. H. and W. Oil Co.
H. Oil Company
Harrison Oil Production Company
Herley Petroleum
Herley Kelley Co
Independent Exploration Company
J. I. Hathaway, Operator
J & M Operators
Jordan Oil Company.
A. S. Johnston Drilling Corp.
Robert W. Lee
George Kahn & Robert W. Lee
Lee & Stone Oil Company
Lomita Gasoline Co
Lomita Operating Co.
M & J Operator
E. G. Marcoux
C. S. McAuley, Inc
McBo Oil Company.
Morton & Dolley
Oil Field Associates
Pauley Petroleum, Inc.
Petro Resources, Inc.
Petro-Lewis Corp.
Max Pray
Max Pray & Fred Morgan
Pyramid Oil Co
Mark Reminger.
John O. Richardson, Operator
Rohrig Petroleum
John M. & Geraldine M. Rohrig

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C. F. Sudduth

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Implementation

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Administration +
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Map UD-13 AREAS OF CHANGE MAP



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Metrolink Blue Line Station and 1/4 Mile Radius

From: [jeovalle](#)
To: [Amy Harbin](#); [LBDS-EIR-Comments](#)
Cc: [tom.modica@longbeach.org](#); [Mayor](#); [Council District 8](#); [Council District 1](#); [Council District 2](#); [Council District 3](#); [Council District 5](#); [Council District 4](#); [Council District 6](#); [Council District 7](#); [Council District 9](#); [patrick.odonnell@asm.ca.gov](#); [Lopez, Francisco](#); [claiton.heard@mail.house.gov](#); [sheila@bos.lacounty.gov](#); [FourthDistrict@bos.lacounty.gov](#); [assemblymember.rendon@assembly.ca.gov](#)
Subject: Pacific Place Project - 3701 Pacific Place, Long Beach, CA
Date: Monday, November 16, 2020 2:43:57 PM
Attachments: [111620-OpposeNegDecPacificPI.pdf](#)
Importance: High

-EXTERNAL-

Dear Elected Officials and Civil Servants,

Pleas find my attached letter objecting to the Negative Declaration and advocating for a minimum of a full Environmental Impact Report and more importantly the halting of any development in what is one the last open spaces available in West Long Beach, an area deprived of open land and park space; yet overburdened with pollution.

It is time to work with your constituents the taxpayers to right a wrong, to address injustice, to reimagine a better future for all.

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Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

I strongly oppose the current project at 3701 Pacific Place, Long Beach, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and a carwash across from Los Cerritos Elementary School and Park.

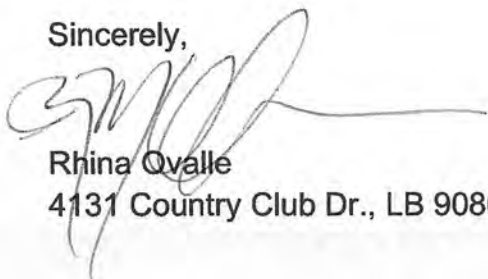
Traffic from the proposed development has not been fully analyzed, nor how it will impact our air quality or traffic patterns at the Wardlow Rd. and Pacific Pl. intersection as well as at the 405 FWY off-ramp and on ramps at Pacific Pl. A 1993 a traffic engineer study indicated that simply adding additional parking to the existing Blue Line Station would increase traffic load and safety considerations due to the fact that the intersections at Wardlow Rd. and Pacific Pl. were already operating at unacceptable levels of service.

I am also concerned that developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood without a single permit from the City of Long Beach.

As a longtime resident of the 8th District and Real Estate Investor, I am concerned property values around our neighborhood can be negatively impacted if this project continues. Furthermore, studies have shown parks and open spaces with vegetation not only help our environment and well-being but also help increase property values.

I implore you to re-assess this project and look at the alternatives, especially the creation of a park or keep it as a Nature Preserve for all of us to enjoy.

Sincerely,



Rhina O'Valle
4131 Country Club Dr., LB 90807

November 16, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

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We are concerned that this proposal will not add anything to the quality of life of our neighborhoods in Bixby Knolls and Wrigley. In fact, it will take away, not only from the projects visual unattractiveness of seeing a huge structure across from Homes and Los Cerritos Park at Country Club Drive and seeing rows of RVs and other vehicles from our walks on Terrylynn Place. It will also create a heat island effect to its massive size and amount of pavement in an area lacking in parkland and open space.

I find that this project is being piecemealed, as evident by the fact that Department of Toxic Substances Control (DTSC) has not completed its study of the site, nor held a public meeting; Development has not been fully entitled or a construction permit issued—yet the developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood.

Sincerely,



Nelson Arango
2333 Maine Ave
Long Beach Ca 90806

November 16, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

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I am concerned that the City is not dedicated to protecting our environment. This project is not only stirring up what may potentially be hazardous soil, if constructed will also impact our area climate due to the heat island factor. It almost seems that the City, by contemplating this development is acting in direct conflict with overwhelming scientific data that shows we must green our environment today if we are going to leave a better planet for our next generations. I have grandchildren that live in Wrigley with asthma and have had family members that have fallen ill and even passed away from pollution related diseases.

We need more parks, more areas to help heal our planet and our western Long Beach.

Sincerely,

Dora Araujo
Dora Araujo
564 Daxman St.
Long CA. 90806

November 16, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

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Further, the Department of Toxic Substances Control (DTSC) has not completed its study of the site, nor held a public meeting; Development has not been fully entitled or a construction permit issued—yet the developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood.

Sincerely, *Carlos Turcios*
Resident of 6th District
CARLOS TURCIOS

November 16, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

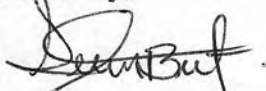
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This project has many unknown environmental impacts that may disrupt the underground toxic waste and sewage that was buried and covered by a plastic membrane in the 1980s to limit to neighborhood exposure to the toxic materials and gases. We are seriously concerned of the possibility this is still a Brownfield site and that the true needed clean-up has not been addressed. The City must make certain it is no longer a Brownfield site and must insist on a full Environmental Impact Report. A Negative Declaration is insufficient to address the numerous issues.

Further, the Department of Toxic Substances Control (DTSC) has not completed its study of the site, nor held a public meeting; Development has not been fully entitled or a construction permit issued—yet the developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood.

Sincerely,



4562 N Banner Dr. Long Beach CA 90807.
Susana Barrera

November 16, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

I strongly oppose the current project at 3701 Pacific Place, Long Beach, to build a storage site consisting of an asphalt parking lot for 580 vehicles (trailers, campers, boats, trucks), a three-story structure and a carwash across from Los Cerritos Elementary School and Park.

What we need in our area of the city is park space not a huge 580 vehicle parking lot with a 152-thousand square foot 3-story warehouse for stuff. The east side of Long Beach has 17 times more acreage per person than our side of town, such as Stearns Park, El Dorado Park, the Nature Center, park walking trails and more. This is the perfect spot for another regional-type park for those of us on the north and west sides of Long Beach to enjoy.

It is disturbing to not find a single permit on the City website for the work in progress. Leading me to believe that this development has not been fully entitled. Nevertheless, the developer has been allowed to grade the site flat and remove all vegetation; moving this potentially toxic soil, kicking up dust that is carried by the prevailing winds into our community, spreading potentially contaminated dust into our neighborhood.

Sincerely,



4562 N Banner Dr. Long Beach CA, 90803
Kenia Barrera

From: [RMA](#)
To: [LBDS-EIR-Comments](#)
Subject: Opposition Letters for the Pacific Place Project
Date: Monday, November 16, 2020 12:56:59 PM
Attachments: [Opposition Letters for Pacific Pl Project.pdf](#)
Importance: High

-EXTERNAL-

Good afternoon Ms. Harbin,

Attached please find letters opposing the project at Pacific Place. These letters are from residents that live in the 6th, 7th and 8th Districts. I ask that you consider these letters and stop this project immediately.

Sincerely,

Rhina Ovalle

From: [Pat Querido](#)
To: [LBDS-EIR-Comments](#)
Cc: Kimwalters@gmail.com
Subject: Letter of Protest Regarding Proposed Development of former Long Beach Golf Driving Range
Date: Monday, November 16, 2020 7:25:45 AM

-EXTERNAL-

Dear Ms Amy Harbin,

My name is Pat Querido and I live around the Los Cerritos park area.
I am writing this email to protest the proposed project and development of the Long Beach Golf driving range.

Following are bullet points that is questionable in this project namely:

- a) the developer has begun it's degrading, flattening and removal of vegetation of the land which has not been fully entitled.
- b) A construction permit has not been issued and the developer was allowed to build a 15 foot mound of dirt.
- c) A study of the site has not been completed and public meeting not held by the Dept of Toxic Substances Control (DTSC) yet grading has spread potentially contaminated dust into our neighborhood endangering the health of our residents especially our children.
- d) The traffic patterns nor the impact to the air quality of this development has not been fully analyzed.
- e) An adequate study of the potential contaminated storm drainage has not been addressed.
- f) Re-zoning of the land from Open Space to Industrial in 2018 without adequate notice to the neighborhood of Los Cerritos, Wrigley or Bixby Knolls.

and last but not the least

- g) The City has not requested a full EIR but only a Mitigated Negative Declaration

My concern together with my family and neighbors on this development are:

- 1) Losing the last large piece of open space
- 2) Construction noise that begins early in the morning
- 3) Contaminated soil creating dust that's blown to our neighborhood
- 4) Visibility of the storage yard and warehouse not only from Los Cerritos School and park but the whole neighborhood will be an eyesore to our neighborhood
- 5) Rezoning the land to Industrial Zone will result in the decline of our property values
- 6) This project is not the right development in our community

I am hoping for your kind consideration on behalf of my family and community.

Thank you and hoping to hear from you soon.

Pat Querido

November 16, 2020

Ms. Amy L. Harbin, AICP Planner
City of Long Beach, Development Services Department,
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802
Email: LBDS-EIR-Comments@longbeach.gov

Re: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Dear Ms. Harbin,

A Mitigated Negative Declaration seems sorely insufficient for the current Project at 3701 Pacific Place, Long Beach. The proposed project is to build asphalt storage for 580 recreation vehicles, plus other storage and industrial buildings with 11 truck roll up doors on a toxic oil and sewage storage dump. And to make it worse, it is located across from Los Cerritos Elementary School, Park and residential neighborhoods. The Project presents numerous potential environmental issues that may disrupt the Community, and the project should be required to complete a full EIR. Anything less than a full EIR is irresponsible.

1. For instance, where does the MND evaluate the air quality impact and noise impact from increased diesel particulates and truck traffic associated with the truck loading and unloading at the 11 truck loading doors at the proposed 77,000 sf of building area? How will this diesel particulate and noise affect the children and residents?

The CAL Enviroscreen reports of the area make it clear that the people are suffering from an overload of contaminants already. Removing open space and trees and bringing in more diesel trucks and vehicles will only increase the pollution. The area along the 710 fwy has been dubbed "the diesel death zone" with the worst pollution ratings in California. <https://oehha.ca.gov/calenviroscreen/maps-data> (put Long Beach into the search bar)

2. Where does the MND address the impact of removing this open space, which prevents heat islands by the trees and soil that create much needed shade, improve air quality, keep heat under control, and provide noise abatement?

Trees are judged to be the most effective antidote to carbon per the latest scientific studies on global warming and reduction of greenhouse gases. If anything is to be done about the diesel death zone, open space and trees is the best plan.

This was confirmed by Council Member Jeannine Pearce in her newsletter last week: *"We know trees consume 50 percent of their weight in Carbon Dioxide (CO2), the chemical associated with lung disease, asthma, and cancer. Trees clean our air, but they do so much more. Buddha found enlightenment beneath a bo tree. Newton discovered*

gravity when an apple fell from a tree, and Aristotle did his best thinking in the shade of majestic trees."

3. Where does the MND evaluate the potential hazards of adding the weight, load, heat and pressure of the proposed 580 recreation vehicles upon asphalt to be laid upon the toxic waste dump? *What happens when you store potentially 580 Class A recreational vehicles that weigh an average of 36,000 lbs each? That's almost 21 million pounds planned for a toxic waste site described as being of "toothpaste consistency" 50 feet deep and topped off with 30 feet of carted in top soil. Now who specifically is accepting responsibility and signing approval for this?*

The lead agency should require the Project to evaluate these and other potentially significant impacts due to the decades of toxic waste and sewage contamination well-documented on this property, as well as the issues caused by eliminating recreational open space and trees and soil in an area that is already deprived of sufficient open space for outdoor activities.

Respectfully,

Linda Scholl
Downtown Long Beach Resident
700 E. Ocean Blvd.
Long Beach, CA 90802

From: [Linda Scholl](#)
To: [LBDS-EIR-Comments](#)
Cc: [Council District 1](#); [Council District 2](#); [Council District 3](#); [Council District 4](#); [Council District 5](#); [Council District 6](#); [Council District 7](#); [Council District 8](#); [Council District 9](#); patrick.odonnell@asm.ca.gov; lscholl2011@gmail.com
Subject: Public Comments for 3701 Pacific Place
Date: Monday, November 16, 2020 2:37:23 PM
Attachments: [Pacific Place.pdf](#)

-EXTERNAL-

Ms. Amy Harbin

Dear Ms. Harbin,

Attached please find my additional comments for the public comment period for 3701 Pacific Place, Long Beach.

Please add me to any project correspondence lists so that we may stay informed.

Thank you for your work on this project.

Linda Scholl
Downtown Long Beach

From: [Carli steers](#)
To: [LBDS-EIR-Comments](#)
Subject: Los Cerritos's concern over construction site 3701 Pacific Place
Date: Monday, November 16, 2020 1:58:34 PM

-EXTERNAL-

To whom it may concern,

I have lived in the Los Cerritos neighborhood for seventy years. I have loved the tranquility of this neighborhood. I love the fresh air and large trees. I feel there will be negative impact with this RV parking lot development. I am concerned especially for this in pact effecting Los Cerritos school, as well as Los Cerritos park. Please understand how strongly I appose this project.

Sincerely,

Carli Macrate Steers

4029 Chestnut Ave.

Ms. Amy Harbin, AICP
Planner
City of Long Beach
Development Services Department
411 W. Ocean Blvd., 3rd Floor
Long Beach CA 90802
LBDS-EIR-Comments@longbeach.gov

Dear Ms. Harbin,

I am a Long Beach native and descendant of the Gabrieleno-Tongva people. During Spanish occupation, the people were forced from villages stretching from Long Beach up to Azusa and made to live at the mission. My great, great grandmother, Saturnina (Luquines) Valenzuela, was an indentured servant on the Mission San Gabriel until her marriage to Ramon Valenzuela. Together they ventured to the Tejon Ranch, where Ramon was a horseman. My great grandparents returned the family to our ancestral homelands in the Los Angeles basin, first in East Los Angeles during the Depression, then returning to Compton. Their ultimate goal was to return to Long Beach and were able to do that in spite of covenant laws by stating they were Caucasian on loan and deed documents.

I have lived my entire adult life in Long Beach and chose to reside in the Los Cerritos neighborhood seventeen years ago. Buying a home here was a symbolic gesture for me, a way to reclaim some of the land lost to my ancestors due to European settlement. The Los Cerritos neighborhood offers access to the Los Angeles River and places where I can walk and be in touch with/practice our traditions. It is also the likely location of two lost village sites. A burial site was discovered and documented at 49 Ellis Street, less than three miles from the Pacific Place site. Many native families who survived the Spanish colonial period went on to work at the Bixby Ranch and some have lived continuously on this land ever since. There is much documentation of flooding in the areas immediately adjacent to the Los Angeles River, making displacement of artifacts and even burial sites likely. My own father, Garry Valenzuela, often rode his horse through the area in question as a child and found arrowheads among the nearby marshes with frogs, crawfish, and native plants such as nutsedge, wild celery and watercress. At slightly higher elevations he encountered middens with shell fragments. The rich heritage of the people and our way of life deserve study, preservation and restoration. Rancho Los Cerritos, a concrete testament to the loss of life suffered by my ancestors, enjoys protection as a 'historic site' while we have no such recognition or designation. There is very little on the west side of Long Beach to memorialize or enable the cultural ways of the area's first and remaining inhabitants.

Even so, the Los Cerritos neighborhood is a good place to live, with tall trees, birds and animals, and access to the river. For someone like me, access to open space is very precious. The proposed Pacific Place project is a land used as a toxic waste dump for decades. However, it was also open space that allowed us that feeling of proximity to the river. Some native as well as introduced trees and grasses thrived. Lots of marine and land birds used the area. Losing this area to an RV parking lot will have innumerable and substantial negative impacts on my community

and me. This area needs to be studied and preserved, not paved over. We have a rare opportunity with so little undeveloped space around us, to honor the past. Turning this parcel into an RV parking lot is just one last way of erasing our ancestors and our ties to the land. This loss cannot be calculated in a mitigation; it cannot be decided in a negative declaration. The land is more valuable as it is today than what is being proposed. We have walked across that land for many years, being able to enjoy the native vegetation and the extended view. All of that would disappear, indeed has already disappeared, with the work they are currently doing on the land. It isn't right to bulldoze over land that has such significance to us and to our history. I ask that your office and the City of Long Beach require a full environmental impact study of this site to better assess the tribal/cultural resources threatened by extinction of this open parcel.

Sincerely,
Amy Valenzuela

Ms. Amy Harbin, AICP
Planner
City of Long Beach
Development Services Department
411 W. Ocean Blvd., 3rd Floor
Long Beach CA 90802
LBDS-EIR-Comments@longbeach.gov

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Sincerely,
Amy Valenzuela

From: [Amy Valenzua](#)
To: [LBDS-EIR-Comments](#)
Subject: Fwd: Comments on the Negative Declaration for proposed Pacific Place project
Date: Monday, November 16, 2020 4:29:10 PM
Attachments: [Pacific Place MND Comments Amy Valenzuela.docx](#)

-EXTERNAL-

Please find attached letter commenting on the Pacific Place project.

----- Forwarded message -----

From: Amy Valenzua <acahni@gmail.com>
Date: Mon, Nov 16, 2020 at 4:22 PM
Subject: Comments on the Negative Declaration for proposed Pacific Place project
To: <LBDS-EIR-Comments@longbeach.gov>, <lbs-eir-comments@longbeach.gov>

Dear Ms. Harbin,
please find attached a letter with my comments in opposition to the negative declaration and request for full environmental impact review for the Pacific Place project.
Thank you,
Amy Valenzuela

From: [Amy Valenzua](#)
To: [LBDS-EIR-Comments](#)
Subject: Comments on the Negative Declaration for proposed Pacific Place project
Date: Monday, November 16, 2020 4:22:42 PM
Attachments: [Pacific Place MND Comments Amy Valenzuela.docx](#)

-EXTERNAL-

Dear Ms. Harbin,
please find attached a letter with my comments in opposition to the negative declaration and request for full environmental impact review for the Pacific Place project.
Thank you,
Amy Valenzuela

From: [Joe Weinstein](#)
To: [LBDS-EIR-Comments](#)
Subject: Pacific Place Project - 3701 Pacific Place, Long Beach, CA
Date: Monday, November 16, 2020 4:20:54 PM

-EXTERNAL-

Subject: Pacific Place Project - 3701 Pacific Place, Long Beach, CA

Ms. Amy L. Harbin, AICP Planner
City of Long Beach,
Development Services Department
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802

Dear Ms. Harbin,

In this project's proposed Mitigated Negative Declaration multiple impacts are either insufficiently understood or are insufficiently mitigated. This point emerges clearly and specifically in various letters to you, including but not limited to those from Ann Cantrell, Richard Guttman and Corliss Lee.

To take just one example: this project would remove significant acreage which multiple planning documents - of city, region and state - have presumed available and reserved for open space and recreation.

In effect, this project would impose a lasting and unforeseen penalty on all present and prospective users of the Los Angeles River Corridor for purposes of recreation and experiences of open space - aesthetic as well as active.

At the very least, a correct treatment of impacts requires a full impacts analysis and resulting Environmental Impact Report (EIR).

For two different serious reasons, failure to produce such analysis and report will NOT save time in moving the project forward if it indeed is to go forward successfully. On the contrary, failure will DELAY even an eventually successful project.

Reason 1. The very nature of the ground at the site is so problematic that at a minimum the legally required analysis - and more - will have to be done to

ensure a stable cost-effective construction.

Reason 2. Both the spirit and the very letter of state law require a full analysis and EIR in a case like this, with so many evident potential serious impacts. The City's egregious failure to follow the law would force various organizations and persons - quite possibly including CARP - to go to court to defend our basic right to a law-abiding society: namely our right to have a city government which acts to uphold the law rather than to spite it.

A full impacts analysis could consider alternatives which could be mutually beneficial to property owner, the City, and nearby residents. One evident alternative would involve city (or other party's) acquisition of the property for permanent use as recreational open space. It cannot be claimed that the city inherently would lack the resources to do this, given that the city has for years been pursuing another recreational project (Belmont Beach Aquatic Center) at a projected cost of at least \$85 million even though in a neighboring city a comparably functioning facility was recently built for \$15 million. Moreover, various governmental and private funding sources exist precisely to help cities to acquire land for open space.

Thank you for your read and heed! I would appreciate return email acknowledgment of your receipt of this letter.

Cordially,

Joe Weinstein

Joseph M. Weinstein, Ph.D.

President, Citizens About Responsible Planning (CARP)

4000 Linden Ave., Long Beach CA 90807-2717