

RESOLUTION NO. R-

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF LONG BEACH CERTIFYING THAT THE
FINAL ENVIRONMENTAL IMPACT REPORT FOR THE
PACIFIC POINTE EAST DEVELOPMENT PROJECT (STATE
CLEARINGHOUSE NO. 2014011059) HAS BEEN
COMPLETED IN ACCORDANCE WITH THE PROVISIONS
OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
AND STATE AND LOCAL GUIDELINES AND MAKING
CERTAIN FINDINGS AND DETERMINATIONS RELATIVE
THERE TO

WHEREAS, DP3 Hangers LLC has proposed the Pacific Pointe East
Development Project ("Project"), a development located on an unaddressed,
approximately 25-acre parcel at the southeast corner of Lakewood Boulevard and Conant
Street near the Long Beach Airport in the Douglas Aircraft Planned Development District
(PD-19). The project involves construction of three new industrial buildings on the project
site intended for light industrial, light manufacturing, warehouse, office, and/or research &
development land uses. The three buildings would have a maximum height of
approximately 41 feet and total floor area of 494,000 square feet. A total of 769 parking
spaces are proposed;

WHEREAS, the Project is more fully described in the Draft Environmental
Impact Report (DEIR), a copy of which DEIR, including the complete Proposed Project
description, is incorporated herein by this reference as though set forth in full, word for
word;

WHEREAS, Project implementation will require a Site Plan Review and
Tentative Parcel Map. A list of discretionary, agreement, and permit approvals that may

1 be required for Project implementation is set forth in the DEIR and Final Environmental
2 Impact Report (FEIR);

3 WHEREAS, the City began an evaluation of the proposed project by issuing
4 a Notice of Preparation (NOP) that was circulated from January 22, 2014 to February 22,
5 2014. A Notice of Completion was prepared and filed with the State Office of Planning
6 and Research on April 15, 2014. The Draft Environmental Impact Report was completed
7 on April 15, 2014, and circulated between April 15, 2014 and May 29, 2014;

8 WHEREAS, implementation and construction of the Project constitutes a
9 "project" as defined by CEQA, Public Resources Code Sections 21000 et seq., and the
10 City of Long Beach is the Lead Agency for the Project under CEQA;

11 WHEREAS, it was determined during the initial processing of the Project
12 that it could have potentially significant effects on the environment, requiring the
13 preparation of an EIR;

14 WHEREAS, the City prepared full and complete responses to the
15 comments received on the DEIR, and distributed the responses in accordance with
16 Public Resources Code section 21092.5;

17 WHEREAS, the Planning Commission has reviewed and considered the
18 information in and the comments to the DEIR and the responses thereto, as well as the
19 FEIR at a duly noticed Planning Commission meeting held on July 17, 2014, at which
20 time evidence, both written and oral, was presented to and considered by the Planning
21 Commission;

22 WHEREAS, the Planning Commission has read and considered all
23 environmental documentation comprising the FEIR, including the DEIR, comments and
24 the responses to comments, and errata (if any) included in the FEIR, and has determined
25 that the FEIR considers all potentially significant environmental impacts of the Project
26 and is complete and adequate and fully complies with all requirements of CEQA;

27 WHEREAS, the Planning Commission has evaluated and considered all
28 significant impacts, mitigation measures, and project alternatives identified in the FEIR;

1 WHEREAS, CEQA and the State CEQA Guidelines require that where the
2 decision of a public agency allows the occurrence of significant environmental effects that
3 are identified in the EIR, but are not mitigated to a level of insignificance, that the public
4 agency state in writing the reasons to support its action based on the EIR and/or other
5 information in the record; and

6 WHEREAS, it is the policy of the City, in accordance with the provisions of
7 CEQA and the State CEQA Guidelines, not to approve a project unless (i) all significant
8 environmental impacts have been avoided or substantially lessened to the extent
9 feasible, and (ii) any remaining unavoidable significant impacts are outweighed by
10 specific economic, legal, social, technological, or other benefits of the project, and
11 therefore considered "acceptable" under State CEQA Guidelines section 15093.

12 NOW, THEREFORE, the Planning Commission of the City of Long Beach
13 does hereby find, determine and resolve that:

14 Section 1. All of the above recitals are true and correct and are
15 incorporated herein as though fully set forth.

16 Section 2. The Final EIR has been completed in compliance with CEQA
17 and the State CEQA Guidelines.

18 Section 3. The Final EIR, which reflects the Planning Commission's
19 independent judgment and analysis, is hereby adopted, approved, and certified as
20 complete and adequate under CEQA.

21 Section 4. Pursuant to Public Resources Code section 21081 and State
22 CEQA Guidelines section 15091, the Planning Commission has reviewed and hereby
23 adopts the Facts and Findings regarding the environmental effects for the Pacific Pointe
24 East Development Project as shown on the attached Exhibit "A", which document is
25 incorporated herein by reference as though set forth in full, word for word.

26 Section 5. Pursuant to State CEQA Guidelines section 15091(e), the
27 record of proceedings relating to this matter has been made available to the public at,
28 among other places, the Department of Development Services, 333 West Ocean

Boulevard, 5th Floor, Long Beach, California, and is, and has been, available for review during normal business hours.

Section 6. The information provided in the various staff reports submitted in connection with the Project, the corrections and modifications to the DEIR, and FEIR made in response to comments and any errata which were not previously re-circulated, and the evidence presented in written and oral testimony at the public hearing, do not represent significant new information so as to require re-circulation of the DEIR pursuant to the Public Resources Code.

Section 7. This resolution shall take effect immediately upon its adoption by the Planning Commission, and the Planning Commission Secretary shall certify to the vote adopting this resolution.

I hereby certify that the foregoing resolution was adopted by the Planning Commission of the City of Long Beach at its meeting of _____, 2014, by the following vote:

Ayes: Commissioners:

Noes: Commissioners:

Absent: Commissioners:

Planning Commission Secretary

CITY OF LONG BEACH RESOLUTION NO. _____

EXHIBIT "A"

**FACTS AND FINDINGS
REGARDING THE ENVIRONMENTAL EFFECTS FOR THE
PACIFIC POINTE EAST DEVELOPMENT PROJECT**

Lead Agency:
City of Long Beach
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Long Beach, California 90802
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TABLE OF CONTENTS

I	Introduction.....	1
II	Description of Proposal	4
III	Effects Determined To Be Less Than Significant in the Pacific Pointe East Development Project Initial Study	5
IV	Effects Determined To Be Less Than Significant in the Pacific Pointe East Development Project Final EIR.....	12



STATEMENT OF FACTS AND FINDINGS

I INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a Lead Agency issue two sets of findings prior to approving a project that will generate a significant impact on the environment. The Statement of Facts and Findings is the first set of findings where the Lead Agency identifies the significant impacts, presents facts supporting the conclusions reached in the analysis, makes one or more of three findings for each impact, and explains the reasoning behind the agency's findings.

The following statement of facts and findings has been prepared in accordance with the California Environmental Quality Act (CEQA) and Public Resources Code Section 21081. CEQA Guidelines Section 15091 (a) provides that:

No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.

There are three possible finding categories available for the Statement of Facts and Findings pursuant to Section 15091 (a) of the CEQA Guidelines.

- (1) Changes or alterations have been required in, or incorporated into, the project which avoids or substantially lessens the significant environmental effect as identified in the final EIR.*
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

Because, as determined in the Final EIR for the Pacific Pointe East Development Project, the project will have no significant environmental effects, such findings are not required.

The City of Long Beach, the CEQA Lead Agency, finds and declares that the Pacific Pointe East Development Project Final Environmental Impact Report (EIR) has been completed in compliance with CEQA and the CEQA Guidelines. The City of Long Beach finds and certifies that the Final EIR was reviewed and information contained in the Final EIR was considered prior to any approval associated with the proposed Pacific Pointe East Development Project, herein referred to as the "project."



Based upon its review of the Final EIR, the Lead Agency finds that the Final EIR is an adequate assessment of the potentially significant environmental impacts of the project and represents the independent judgment of the Lead Agency.

The remainder of this document is organized as follows:

- II. Description of project proposed for approval;
- III. Effects determined to be less than significant in the Initial Study/Notice of Preparation;
- IV. Effects Determined To Be Less Than Significant in the Final EIR.



II DESCRIPTION OF PROPOSAL

The proposed project would involve construction of three new industrial buildings on the project site. The new buildings would have an open floor plan and would be intended for light industrial, light manufacturing, warehouse, office, and/or research & development land uses. The proposed site plan, including a summary of key statistics related to the proposed buildings and other proposed site characteristics. The three buildings would have a maximum height of about 41 feet and total floor area of 494,000 square feet. A total of 769 parking spaces are proposed, including 221 spaces for Building 9, 152 spaces for Building 10, and 396 spaces for Building 11.

The project site is located on an unaddressed, approximately 25-acre parcel at the southeast corner of Lakewood Boulevard and Conant Street near the Long Beach Airport in the City of Long Beach, County of Los Angeles. The property is located in the Douglas Aircraft Planned Development District (PD-19). Conant Street runs along the northern boundary of the site, Lakewood Boulevard runs along the western boundary of the site, the Skylinks at Long Beach Golf Course borders the site to its south, and two office buildings border the site to its east. The project site is located in northern central Long Beach, just northeast of the Long Beach Airport. The site is regionally accessible from Interstate 405 (the San Diego Freeway), and State Route 19 (Lakewood Boulevard). Vehicular access to the project site would be from Conant Street into four proposed on-site driveways. Sidewalks already exist along Conant Street in front of the project site, as well as along Lakewood Boulevard bordering the project site. Primary pedestrian access to the site would from these sidewalks into the project site at the proposed driveway locations on Conant Street. Each proposed building would also be surrounded, except at the rear loading docks, by sidewalks for pedestrian access into the buildings.



III EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT IN THE PACIFIC POINTE DEVELOPMENT PROJECT INITIAL STUDY

The Initial Study (IS) prepared for the Pacific Pointe East Development Project and circulated with a Notice of Preparation (NOP) of a Draft EIR found that the project would have a less than significant impact with respect to a number of environmental topics, as summarized below. Discussion of these effects is not included in the primary analysis sections of the Final EIR, but instead is included in the Initial Study, which is Appendix A to the Final EIR.

AESTHETICS

Scenic Resources. There are no scenic resources on or around the project site that would be affected by the project.

Light and glare. The project would include some new sources of light and glare on the project site, such as parking lot and structural lighting and reflective surfaces on parked cars and building exteriors. However, Chapter 21.41.259 of the Long Beach Municipal Code (LBMC) requires that parking lot lighting be shielded and directed downwards to prevent light and glare from intruding onto adjacent sites, and also limits the height of such light standards. Any new lighting associated with the project would also be reviewed through the City's Site Plan Review process.

AGRICULTURE RESOURCES

Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is fully developed, within an urbanized area, and is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. It is also not within or near forest land. No agricultural, forestry, or other related activities occur within or adjacent to the project site.

Agricultural zoning or use, Williamson Act contract, and forest land or timber land zoning or use. The project site is currently developed with an unused surface parking lot. No agricultural or forestry zoning is present on the site or in the surrounding area and neither the project site nor any nearby lands are enrolled under the Williamson Act.

Farmland conversion from other changes in the existing environment. The project site is in a fully urbanized area, with no agricultural uses on the project site or in its vicinity, and no portion of the project site or nearby uses are zoned for agriculture. No agricultural, forestry, or other related activities occur in the area. The project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural uses.

AIR QUALITY

Conflict with or obstruct implementation of the applicable air quality plan. Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. The population forecasts upon which the Air Quality Management Plan (AQMP) is based are used to estimate future emissions and devise appropriate strategies to attain state and federal air quality standards. When population growth exceeds the forecasts upon which the AQMP is based, emission inventories could be



surpassed, which could affect attainment of standards. However, the project would not induce population growth exceeding these population forecasts. Therefore, the project would not conflict with or obstruct implementation of an air quality plan.

Odors. Because the proposed project would be occupied by light industrial, light manufacturing, warehouse, office, and research & development uses, it would not create or emit objectionable odors affecting a substantial number of people.

BIOLOGICAL RESOURCES

Candidate, sensitive, or special status species. The project site is located within a developed portion of the City of Long Beach, within an existing, previously disturbed urbanized area. The site is fully paved and there is no vegetation present on the project site that would provide habitat for any unique, rare, or endangered plant or animal species. The site does not contain and is not adjacent to wetlands. Vegetation in the project vicinity consists of ornamental street trees located on Conant Street, the parcel adjacent to the east of the project site, and the golf course to the south of the project site, which is heavily planted with ornamental trees and other vegetation. The area is highly urbanized and there is no potential for adverse effects to wildlife resources or their habitat, either directly or indirectly. The project would, therefore, have a less than significant impact associated with habitat modification, or on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS).

Riparian habitat or other sensitive natural community. No portion of the project site or immediately surrounding areas is located on or adjacent to any riparian habitat or sensitive natural community. In addition, no portion of the project site or its surroundings is considered riparian habitat or a sensitive natural community. Therefore, the project would have a less than significant adverse effect on riparian habitat or other natural communities identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Federally protected wetlands. The project site and surrounding areas are fully urbanized and do not contain wetlands. The project would not significantly change the existing drainage of the site, would utilize existing storm drainage infrastructure, and would have no impact on federally protected wetlands.

Movement of wildlife. The project site is already fully developed and located within an urbanized area. It does not support any biologically significant wildlife movement nor does it contain or support native wildlife nursery sites. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Local policies or ordinances protecting biological resources. Because the project, as discussed above, would have no impact on biological resources, it would not conflict with any local policies or ordinances protecting biological resources such as trees.



Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans. Because the project, as discussed above, would have no impact on biological resources, it would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

CULTURAL RESOURCES

Historical resources, archaeological resources, paleontological resources, unique geologic features, and human remains. The project site contains an existing surface parking lot. No historic buildings or other resources are present within the site. The nearest designated historical resource is the Long Beach Airport terminal building, which is located approximately 1,700 feet south of the project site. This structure would be unaffected by project implementation. Therefore, no impact with regard to historic resources would occur. The project would require grading and excavation for foundations, but because the site is already developed and has, therefore, been previously disturbed, the likelihood of finding intact archaeological or paleontological resources is low. The project site and its vicinity contain no unique geologic features that would be affected by the project. In the unlikely event that such resources are discovered during construction of the proposed project, the project would be required to comply with standard procedures for assessment and preservation of such resources. State regulations require that if human remains are found during demolition activities, work must stop in the vicinity of the find as well as any area that is reasonably suspected until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for their treatment and disposition.

GEOLOGY AND SOILS

Seismic effects. While the project site, like all of Southern California, is in a seismically active area, it is not within an Alquist-Priolo Earthquake Zone. The closest earthquake fault, the Newport-Inglewood Fault Zone, is located approximately 1.75 miles to the southwest of the project site. The probability of seismic surface rupture is, therefore, considered low. Although the site could be exposed to strong seismic ground shaking in the event of an earthquake, the project would be required to comply with the California Building Code (CBC). The CBC requires various measures of all construction in California to account for hazards from seismic shaking, and the proposed project would be inspected for compliance with these measures by the City of Long Beach Building Bureau prior to Certificate of Occupancy.

Landslides. The relatively level site conditions and extent of developed lands on and around the project site would not lead to potential impacts associated with landslides.

Soil erosion/loss of top soil. The relatively level site conditions would not lead to significant erosion or loss of top soil during grading. Additionally, Standard Urban Stormwater Mitigation Plan (SUSMP) and National Pollutant Discharge Elimination System (NPDES) requirements to utilize watering of soils and stormwater Best Management Practices (BMPs) limiting erosion would be enforced for the project.



Unstable soils. A Geotechnical Investigation and Liquefaction Evaluation performed for the project site in November 2013 found that development of the proposed project in compliance with the recommendations of this report, including excavation and removal of existing fill soils and provision of compacted fill to support the proposed structures, would substantially reduce soil expansion hazards at the site. Compliance with the recommendations of this report and City and State building codes would be required of the project by the City of Long Beach, and the project would be inspected for compliance with these measures by the City of Long Beach Building Bureau prior to Certificate of Occupancy.

On-site septic systems. The project is located in a fully developed part of Long Beach, with access to existing sewer connections. It would not require the use of septic tanks.

HAZARDS AND HAZARDOUS MATERIALS

Routine transport, use, or disposal of hazardous materials. The project involves demolition of an existing surface parking lot and construction of three industrial buildings totaling 502,076 square feet of floor area. Operation of the proposed light industrial buildings would not involve the routine transport, use or disposal of hazardous substances.

Upset or accident releasing hazardous materials into the environment, including within ¼ mile of a school. Operation of the proposed project would not involve the routine use or transport of hazardous materials or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, and nearby schools would therefore not be adversely affected.

Soil contamination. Although the project site is listed in the Geotracker database as the site of four underground storage tanks (USTs) associated with prior use of the site, this database also indicates that this contamination has been adequately remediated and the site has been deemed suitable for continued industrial/commercial uses by the Office of Environmental Health Assessment. Other nearby sites that contain or have previously contained contaminated soils have either been remediated or there is no evidence to suggest that contamination at such sites would affect the project site.

Airport safety hazards. Although the project site is located immediately northeast of the Long Beach Municipal Airport, and a portion of the southern project site is located in a Runway Protection Zone (RPZ) within the airport's influence area, the project has been designed such that all proposed structures are located beyond the RPZ boundary. These design features and compliance with regulations requiring submittal of building plans to the Federal Aviation Administration would ensure that any potential safety impacts associated with the project site's proximity to Long Beach Airport would be less than significant. The project site is not located near any private airstrip.

Emergency plans. The proposed project involves demolition of an existing surface parking lot and the construction of three industrial buildings. The proposed project would not conflict with an adopted emergency response plan or emergency evacuation plan, or interfere with traffic on adjacent streets.

Wildland fire hazard. The project site and its vicinity do not contain wildlands and are not adjacent to wildlands.



HYDROLOGY AND WATER QUALITY

Water quality standards or waste discharge requirements. Project-related construction activity could have the potential to degrade water quality due to sediment erosion or the presence of contaminants located within the soils. However, on-site activities would be required to comply with the requirements of the Long Beach Municipal Code and various state and federal regulations requiring construction and erosion and sediment control BMPs. The site is served by existing stormwater drainage and sewer infrastructure, and the project does not involve any actions beyond construction activities that would adversely affect water quality.

Groundwater. The proposed project would introduce three new industrial buildings totaling 502,076 square feet on the project site. The project would therefore lead to a small increase in consumption of potable water. However, this increase would be so small in comparison to total water usage in this highly urbanized area that it would not significantly impact groundwater. Also, the project would produce little if any increase in impermeable surfaces in the area that would restrict groundwater recharge.

Surface drainage patterns. The project would utilize existing stormwater drainage infrastructure, would not substantially increase impermeable surfaces or runoff on the project site, and would not alter the surface drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on or off the site.

Runoff exceeding capacity of stormwater drainage systems, or polluted runoff. The project would utilize existing stormwater drainage infrastructure and would not substantially increase impermeable surfaces or runoff on the project site. It would also be required to comply with the requirements of the Long Beach Municipal Code and various state and federal regulations requiring construction and erosion and sediment control BMPs.

100-year flood zone/flooding. The project site is located outside of the 100-year flood zone.

Dam or levee failure. There are no dams or levees located within the vicinity of the project site, and the site is not within a dam inundation area.

Seiches, tsunamis, and mudflows. The project site is located approximately 4.5 miles from the Pacific Ocean, and is not located within a tsunami hazard zone. Additionally, because the project site is not close to a large body of water, seiches are not a significant concern. The project site is also not located within an area subject to potentially high landslide or debris and mud flows.

LAND USE AND PLANNING

Division of an established community. The project consists of infill development and would not physically divide an established community.

Conflict with applicable land use plans. The proposed project does not include changes to the General Plan land use or zoning designations of the site. The project site is located in the Douglas Aircraft Planned Development District (PD-19) and within General Plan land use designation Mixed Use (LUD No. 7). The proposed project would be required



to undergo City design review to ensure that it complies with the requirements of the PD-19 district and other applicable land use regulations.

Habitat conservation plans or natural community conservation plans. No habitat conservation plans or natural community conservation plans apply to the project site.

MINERAL RESOURCES

Availability of known mineral resources. The project site is already developed with uses not involving mineral resource extraction, and is not located in a mineral extraction operations area delineated in a local plan or of importance to the region or state. No mineral resource activities would be altered or displaced by the project.

NOISE

Aircraft noise from private airstrip. The project site is not located in the vicinity of a private airstrip, and no impact related to such facilities would occur.

POPULATION AND HOUSING

Population Growth. Based on median employment for similar types of development in Los Angeles County, the 494,000 square feet of industrial buildings proposed under the project would generate approximately 352 jobs. Any population growth associated with these new jobs would fall well within the population growth forecasts adopted by Southern California Association of Governments in its 2012 Integrated Growth Forecast, which forecasts that the City's population will grow by 28,743 persons by the year 2020.

Displacement of people or housing. The project site is currently the site of a vacant surface parking lot, and the project would thus not result in substantial displacement of housing or people.

PUBLIC SERVICES

Fire and police protection. Because the project would create minimal population growth compared to the City's existing and projected population, it would not significantly affect existing fire and police service ratios and response times or significantly increase the demand for fire and police protection services beyond that already planned for by the City.

Schools, parks, or other public facilities. Because the project would create minimal population growth compared to the City's existing and projected population, the amount of residential development and employment opportunities created by the project would not directly result in significant population increases or significantly increased demand for schools, parks, or other facilities.

RECREATION

Recreational facilities. The project would not result in significant population growth or new employment opportunities that would result in significantly increased demand for, or increased use of, park or recreational facilities. Furthermore, the project does not



include any recreational facilities that could be used by the public that would create their own environmental impacts.

TRANSPORTATION/TRAFFIC

Air traffic patterns. Although the southern portion of the project site is located in a Runway Protection Zone (RPZ) of Long Beach Municipal Airport, the project has been designed such that all proposed structures are located beyond the RPZ boundary. The project would thus not present any impediments to air traffic.

Alternative transportation. The proposed project would not directly result in changes to the public transportation system that would conflict with adopted policies plans or programs. Transit access to City of Long Beach bus lines is currently available adjacent to the project site, and people employed at the project site may use existing transit services to reach the project site.

UTILITIES AND SERVICE SYSTEMS

Water and wastewater. Although the project would require connection to existing sewer infrastructure and would result in an increase in the amount of wastewater produced on the site, the site already has access to the City's water and sewer system through water and sewer lines in adjacent streets. The additional demand for water and wastewater services created by the 494,000 square feet of industrial buildings proposed under the project would fall within the capacity of existing systems. The project would also not generate population growth exceeding projections, and would thus not create unanticipated demands on the City's water or wastewater systems.

Stormwater drainage facilities. The project site is already developed and served by existing stormwater drainage facilities. Because the project is already fully paved, the project would not substantially change the amount of impervious surfaces on the project site, and would therefore, not significantly increase the amount of runoff from the site or increase demand on these facilities.

Solid waste and landfills. Construction waste from the project would be disposed of at one of several landfills and processing facilities in the region with available capacity, and would be temporary. Because any population and employment increase associated with the project is expected to fall within adopted projections, operation of the project would not generate waste that would exceed the capacity of these local landfills.



IV EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT IN THE PACIFIC POINTE DEVELOPMENT PROJECT FINAL EIR

The Final EIR for the Pacific Pointe East Development Project found that the project would have a less than significant impact, without the need for mitigation, with respect to all other impacts not already found to be less than significant in the IS-NOP. A less than significant environmental impact determination was made for each of the following topic areas.

AESTHETICS

Visual character and quality. Development of the project would change the visual condition of the site through construction of three industrial buildings that would replace an existing surface parking lot. The proposed structures are similar in height and scale to existing industrial structures in the project vicinity, and are also consistent with the visual character and quality of the area. The project also includes a landscaping plan that provides for the planting of 368 new trees on the project site. These trees would provide new visual interest to the project site, which is currently an asphalt parking lot that lacks landscaping.

Scenic vistas. The 41-foot high structures proposed under the project would replace an existing surface parking lot, and would thus obstruct currently-available views into the distance from certain locations. However, no significant scenic vistas are available from the project site, and the proposed structures would be similar in height and scale to existing industrial structures in the project vicinity, which range from 30 to 40 feet high.

City policies related to aesthetics. No changes to the General Plan land use or zoning designations of the project site are proposed. The project would comply with all applicable City policies related to aesthetics contained in the General Plan and the PD-19 District in which the site is located.

AIR QUALITY

Violate air quality standards or contribute substantially to existing or projected air quality violations. Both construction and operational emissions were modeled based on the project description and the project's trip generation potential from the traffic study. As modeled, the project's peak construction emissions would fall below applicable South Coast Air Quality Management District (SCAQMD) thresholds, and the project's construction-related air quality impacts would be less than significant. Operational emissions would result from both mobile sources (vehicle trips) and stationary sources such as HVAC systems, water heating, and interior lighting. Emissions associated with the project were modeled using the California Emissions Estimator Model (CalEEMod) computer program based on the project description and the project's trip generation potential from the traffic study. As modeled, the project's peak operational emissions would fall below applicable SCAQMD thresholds.

Net increase of criteria pollutants. The SCAQMD's construction and operational emission thresholds take into account the cumulative setting of emissions within the air basin and within 38 separate sub-areas within the basin. The project represents an extremely small portion of existing and future development within the air basin and, as modeled, would not 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.

Exposure of sensitive receptors to substantial pollutant concentrations. The SCAQMD has adopted Localized Significance Thresholds (LSTs) representing the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. As modeled, the project's peak construction emissions would fall below applicable LST thresholds.

GREENHOUSE GAS EMISSIONS

Greenhouse gas emissions. Greenhouse gas (GHG) emissions associated with the project were modeled using the CalEEMod computer program based on the project description and the project's trip generation potential from the traffic study. As modeled, the project's total GHG emissions would not exceed the SCAQMD's threshold for industrial land use types of 10,000 metric tons of carbon dioxide equivalent (CDE) per year.

Policy consistency. The project is an infill development project within an already urbanized area, with good access to public transportation. It would be subject to the waste diversion programs and Urban Forestry Program of the City of Long Beach. The project includes a landscaping plan that provides for the planting of 368 new trees on the project site. Several alternative fueling stations are available in the region, including stations offering biodiesel and ethanol, as well as several electric vehicle charging stations in the City of Long Beach. For these reasons, the project would not conflict with plans, policies, and regulations adopted for the purpose of reducing GHG emissions.

NOISE

Construction noise and vibration. While the project would generate noise and vibration during the construction period from construction equipment and construction-related vehicle trips, noise and vibration levels at the nearest sensitive receptors would not exceed applicable thresholds.

Operational noise. The project would generate noise and vibration from operation of light industrial uses in the proposed buildings, as well as from increased vehicle trips on area roadways. The primary operational sources of noise associated with the project would be project-generated traffic, stationary sources such as mechanical equipment, and non-stationary noise such as parking lot noise from vehicles and conversations.

Operational traffic noise levels were modeled based on the number of daily vehicle trips expected to be generated by the project, and the project's contribution to roadway noise levels was found not to raise ambient noise levels above applicable thresholds.

Noise from mechanical equipment associated with the project, such as air conditioning units, would be typical of light industrial and commercial uses, of which there are other examples in the project vicinity, and would be subject to Chapter 8.80.200 of the Long Beach Municipal Code, which forbids certain noise disturbances including operating or



permitting the operation of any air conditioning or air refrigerating equipment in excess of industry standards.

Parking lot noise from sources such as car horns and car alarms would be intermittent and would not exceed City standards at the nearest sensitive receptors which are located more than 700 feet from the project site.

Aircraft noise. Although the project site is located approximately 500 feet from the closest airport (Long Beach Municipal Airport) the proposed industrial land use does not include any outdoor uses or uses requiring undisturbed sleep. The project site is located outside the airport's 60 dBA noise contour, and standard construction methods would reduce interior noise levels to approximately 40 dBA, which would not expose employees at the project site to noise levels excessive noise levels.

TRANSPORTATION/TRAFFIC

Performance of circulation system. The project would lead to increased traffic associated with the proposed light industrial uses on the site, as well as traffic generated during construction activities, both of which would have the potential to impacting the surrounding street system. However, the Traffic Impact Analysis (traffic study) for the project determined that the project would not cause any intersection to operate below the City's level of service (LOS) standard, or conflict with the County Congestion Management Program (CMP).

Hazards due to a design feature or incompatible use, and emergency access. The project does not include any design features that would substantially increase traffic-related hazards, and site plans for the project would be further reviewed by the City to ensure this. Construction activity for the project may result in temporary impacts to surrounding streets such as Conant Street and Lakewood Boulevard for all users, including drivers, bicyclists, and pedestrians. However, no street closures are anticipated, and these impacts would be temporary and would not present a significant safety risk or impede emergency access. The traffic study also examined the project's internal circulation system. It determined that the project's internal circulation system is generally adequate and would not create any hazards, but still recommended the preparation of a detailed truck access and circulation evaluation prior to finalization of the site plan.

