

CEQA FINDINGS



CEQA FINDINGS IN CONNECTION WITH THE PROPOSED CHANGES TO THE DOUGLAS PARK PROJECT PREVIOUSLY APPROVED BY THE CITY OF LONG BEACH IN 2004

1. Section 21081 of the California Public Resources Code and Section 15091 of the California Environmental Quality Act (CEQA) Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts.¹ The possible findings are:

- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (State CEQA Guidelines, § 15091, subd. (a)(1))
- 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. (State CEQA Guidelines, § 15091, subd. (a)(2))
- 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. (State CEQA Guidelines, § 15091, subd. (a)(3))

2. The findings presented herein are based upon the information and evidence set forth in the Initial Study, Draft Environmental Impact Report (“DEIR”), Final Environmental Impact Report (“FEIR”), and Addendum to the FEIR (“Addendum”) prepared for the Douglas Park Project (formerly the PacifiCenter @ Long Beach) (SCH No. 2001051048), and upon other substantial evidence, both oral and written, which has been presented in the environmental record for the Douglas Park Project (collectively the “EIR”). The DEIR, FEIR, Addendum, staff reports, testimony, technical studies, appendices, plans, specifications, figures, exhibits, and other materials that constitute the Project record are on file and available for public examination during normal business hours in the Department of Planning and Building, Community and Environmental Planning Division, 333 West Ocean Boulevard, Seventh Floor, Long Beach, California 90802. The custodian of said records is the Director of Planning and Building of the City of Long Beach.

¹ Section 15091 of the State CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant.”

3. In 2001, the City caused to be prepared an Initial Study for the Project pursuant to Section 15063 of the CEQA Guidelines. The Initial Study concluded that there was substantial evidence that implementation of the project could result in potentially significant impacts to the environment, and in accordance with State CEQA Guidelines, Sections 15064 and 15081, a decision was made to prepare a DEIR. In May 2001, the City of Long Beach, as lead agency, issued a Notice of Preparation ("NOP") which was sent to the State Clearinghouse in the Office of Planning and Research for the State of California and to other interested regional, Responsible and/or Trustee agencies and persons for a period of 30 days. A second NOP was prepared to reflect the changes to the Project, and was circulated in November 2002 for a 30-day public agency and public comment period. In addition, in accordance with Public Resources Code Section 21083.9, a public scoping meeting was held for the project on December 2, 2002 to obtain input as to the scope and content to be explored in the EIR. That input, as well as responses to both NOPs received during their respective 30-day comment periods were evaluated and considered in the development of the DEIR.

4. The DEIR for the PacifiCenter @ Long Beach Project analyzed a mixed-use development program for the approximately 261-acre Project site. Of the 261 acres, approximately 238 acres are located within the City of Long Beach while the remaining 23 acres are located within the City of Lakewood. The PacifiCenter @ Long Beach Project as evaluated in the DEIR included approximately 3.3 million square feet of commercial uses (office, research and development, light industrial, retail, and aviation-related uses) as well as 400 hotel rooms. In addition, the DEIR assumed that a maximum of 150,000 square feet of the 3.3 million square feet of commercial/light industrial uses could consist of retail uses. The DEIR also evaluated a residential component that included 2,500 single-family and multi-family residential units of various product types.

5. On February 11, 2004, the DEIR dated February 2004 was completed. Pursuant to State CEQA Guidelines, Section 15085, the City prepared a Notice of Completion of the DEIR which was filed by mail with the State Office of Planning and Research on February 11, 2004, and the City further distributed that notice on such date to stakeholders identified by the City and posted the notice to its website. The DEIR was circulated to interested persons and agencies between February 11, 2004 and April 12, 2004 for a 60-day comment period, a period in excess of that required by State CEQA Guidelines, Sections 15087 and 15105. Each of the comments received during the DEIR were then responded to as part of a FEIR that was prepared in accordance with CEQA Guidelines Section 15088. During the preparation of the FEIR, the Project Applicant indicated its preference for a reduced development project. This reduced project, referred to as the Douglas Park Project, was consistent with the "Reduced Intensity" alternative described in the DEIR. Under the Douglas Park Project, the amount of residential units was reduced from 2,500 to 1,400 units. Similar to the Project as originally proposed, the Douglas Park

Project included 3.3 million square feet of mixed-commercial and light industrial development, as well as 400 hotel rooms. Of the 3.3 million square feet of commercial uses, a maximum of 200,000 square feet of retail uses could be built. In addition, the Douglas Park Project included 10.5 acres of park space as well as 2.5 acres for view corridors/pedestrian easements and bicycle paths. The Douglas Park Project also included reduced building heights and increased setbacks in some areas of the site.

6. The DEIR and FEIR were reviewed and analyzed by the City of Long Beach, acting as lead agency, pursuant to State CEQA Guidelines Section 15084. Findings for the Douglas Park Project were made at the Long Beach Planning Commission public hearing on October 7, 2004 (Douglas Park Planned Development [PD-32] Rezoning Findings, Case No. 0404-13) ("Findings"). On December 21, 2004, the City of Long Beach approved the Douglas Park Project ("Approved Project") as part of Ordinance No. C-7960 and Ordinance No. C-7958 and also certified the FEIR ("Certified EIR") and adopted the Findings recommended by the Planning Commission. As part of the Findings, a Statement of Overriding Considerations for each environmental impact identified in the EIR as "significant and unavoidable" and a Mitigation Monitoring and Reporting program were adopted.

7. In 2008 changes were proposed to the Douglas Park Project. The proposed Douglas Park Rezone Project ("Revised Project") would modify the entitled land uses and design of the Approved Project. The Revised Project would replace the Approved Project's 1,400 residential units with additional commercial uses. Upon completion, the Revised Project would include up to approximately 3.75 million square feet of commercial/light industrial uses, up to 250,000 square feet of retail uses, and a hotel of up to 400 rooms. Additionally, approximately 10 acres of community open space in the form of Donald Douglas Plaza, Jansen Green, bike paths, an enhanced McGowen Street parkway, street gateways, mid-block pedestrian connections, and landscape buffers would be provided on-site.

8. In accordance with California Code of Regulations, Title 14, Section 15164(a), an Addendum to the Certified EIR was prepared in 2009. The analysis provided within the Addendum demonstrates that the Revised Project would not result in any additional significant impacts nor would it increase the severity of previously anticipated significant impacts. Rather, all of the impacts associated with the Revised Project are within the envelope of impacts addressed in the Certified EIR and/or do not constitute a new or greater significant impact. Thus, a supplemental or subsequent EIR was not required pursuant to Public Resources Code Section 21166, or California Code of Regulations Title 14, Section 15162 or 15163 since none of the following circumstances occurred in conjunction with the Revised Project:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration,
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR,
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

9. The EIR is thus comprised of the Initial Study, the DEIR dated February 2004 (Volumes I through V), the FEIR dated September 2004 (Volumes VI through VIII), and the Addendum dated August 2009, including any exhibits or appendixes thereto, the list of persons, organizations and public agencies which commented on the EIR, the comments which were received by the City regarding the EIR, and the City's written responses to significant environmental comments raised in the public review and comment process, all of which are incorporated herein and made a part hereof by reference. Pursuant to State CEQA Guidelines Section 15084, the EIR has been reviewed and analyzed by the City of Long Beach as the lead agency with respect to the Project, and the EIR represents the independent judgment of the City of Long Beach as the lead agency with respect to the Revised Project. A revised MMRP detailing the mitigation measures applicable to the Revised Project has also been prepared in conjunction with the Addendum and is incorporated herein by reference and attached hereto as Exhibit "A." The following

findings for the Revised Project and each fact in support of a finding are thus based upon substantial evidence in the record, including the Initial Study, DEIR, FEIR, and Addendum.

10. Pursuant to State CEQA Guidelines, Section 15090, the City re-certifies that: (1) the EIR has been completed in compliance with CEQA; (2) the Planning Commission and City Council have reviewed and considered the information presented in the EIR prior to certifying the EIR or approving the Revised Project; and (3) the EIR reflects the independent judgment and analysis of the City of Long Beach, as Lead Agency.

11. Based on the data set forth in the Initial Study prepared for the Project in 2001 as well as the 2009 Addendum, the Revised Project will not result in significant impacts in the following issue areas.

Agriculture, Biological Resources, or Mineral Resources: The City of Long Beach prepared an Initial Study for the proposed project in which it determined that the proposed project would not have the potential to cause significant impacts in the areas of Agriculture, Biological Resources, or Mineral Resources. Therefore, these issue areas were not examined in the EIR. The rationale for the conclusion that no significant impact will occur in each of these issue areas is as follows: (1) The Project site has been developed and used as an aircraft manufacturing facility since the 1940's, is located in an urbanized area, and does not include any agricultural land uses nor is it zoned for such purposes; therefore, the Revised Project will not result in the conversion of farmland on-site or in the Project area and will not result in any impacts on agricultural resources. (2) The Project site has been developed and used as an aircraft manufacturing facility since the 1940's; approximately 98 percent of the site was covered by impervious surfaces; the remaining areas are scattered and do not support biological resources, therefore, as there are no biological resources on the site that are protected by federal, state, or local policy or ordinance or by adopted habitat conservation plans, the Revised Project will not result in impacts on biological resources. (3) There are no known mineral resources beneath the Project site nor are there indications of mineral resources in land use plans. Therefore, the Revised Project will not result in the loss of availability of a known mineral resource of value. In addition, while much of the Project site is no longer impervious due to mass grading that has occurred as part of an approved remediation program that was implemented following publication of the EIR, such grading has limited the potential for biological resources to be present on-site. As with the Approved Project, these conditions remain true for the Revised Project, and the Revised Project will not have the potential to cause significant impacts in the areas of Agriculture, Biological Resources, or Mineral Resources.

12. Based upon the Initial Study, DEIR, FEIR, and Addendum, as well as public comments and the public record, the Revised Project will have impacts that are less than

significant or will be reduced to less than significant levels with mitigation, as set forth in the revised Mitigation Monitoring and Reporting Program ("MMRP") which is attached hereto as Exhibit "A," in the following areas:

Aesthetics, Views, and Light and Glare: Under the Revised Project, buildings will be constructed in accordance with the proposed PD-32 North and PD-32 South Development Standards and Design Guidelines, as well as established height zones and setbacks. The Design Guidelines will establish standards for exterior design including landscaping, signage and lighting, thereby resulting in a visually compatible, cohesive development, and reduced heights will be established in proximity to surrounding sensitive uses. The Revised Project will include elements that will have a beneficial effect on the aesthetic character of the surrounding urbanized area, and other features will be incorporated into the Revised Project to avoid elements that substantially detract from the aesthetic character of the area. Additionally, no valued views will be obstructed by Project development, and off-site residential areas will be protected from light and glare effects.

In comparison to the Approved Project, the Revised Project will involve a reduction in total floor area. The maximum building heights under the Revised Project will generally be similar to or less than those set forth for the Approved Project. Established building setbacks, outdoor lighting, and the amount of open space on-site will also be similar under the Revised Project. Thus, the Aesthetics, Views, and Light and Glare impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Although the Revised Project will not result in significant impacts upon Aesthetics, Views, and Light and Glare prior to the implementation of mitigation measures identified in the revised MMRP as Measures MM-V.A-1 through MM-V.A-12 and incorporated herein by reference, such changes or alterations in the form of mitigation measures nonetheless have been required in, or incorporated into the Revised Project to further reduce these less than significant environmental effects of operation of the Revised Project upon Aesthetics, Views, and Light and Glare, as identified in the EIR. Further, certain of the mitigation measures identified with respect to Aesthetics are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the Federal Aviation Administration ("FAA"), or the City of Lakewood, as applicable.

Geology and Soils: The site is considered suitable for new development. The Revised Project will not increase the degree of seismic hazard risk to the on-site population in comparison to the Approved Project, and with incorporation of appropriate and required construction techniques implementation of the Revised Project will result in less than significant impacts relative to Geology and Soils.

Similar to the Approved Project, the Revised Project will be constructed in accordance with State and local regulations, will be required to prepare geotechnical studies for each building on the Project site, and with adherence to regulatory requirements and implementation of appropriate construction techniques, will result in less than significant impacts. Thus, the Geology and Soils impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Although the Revised Project will not result in significant impacts to Geology and Soils prior to the implementation of mitigation measures identified in the revised MMRP as Measures MM-V.D-1 and MM-V.D-2 and incorporated herein by reference, such changes or alterations in the form of mitigation measures nonetheless have been required in, or incorporated into, the Revised Project which further reduce these less than significant environmental effects of the Revised Project upon Geology and Soils, as identified in the EIR. Further, certain of the mitigation measures identified with respect to Geology and Soils are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the City of Lakewood.

Hazards and Hazardous Materials: Existing hazardous materials will be removed in accordance with Los Angeles Regional Water Quality Control Board ("RWQCB") requirements. In addition, construction and operation of the Revised Project will be subject to a Risk Management Plan ("RMP") that includes measures to ensure the health and safety of Project employees, and construction workers. New land uses *may* lead to the introduction and storage of additional hazardous materials, all of which will be subject to applicable regulations and implemented under contract with a business that specializes in removal and disposal of hazardous waste, if necessary. Project features will also address airport safety in compliance with FAA and other applicable regulations.

Similar to the Approved Project, the Revised Project will comply with all relevant regulatory requirements and standards relative to the removal of asbestos, lead-based paint, and underground storage tanks ("USTs"), as well as the use, handling, storage, and disposal of hazardous materials. In addition, the Revised Project will include an RMP similar to that of the Approved Project and will continue to implement the ongoing comprehensive environmental assessment and remediation program on-site in coordination with the RWQCB. Thus, the Hazards and Hazardous Materials impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Accordingly, mitigation measures identified in the revised MMRP as Measures MM-V.E-1 through MM-V.E-7 and incorporated herein by reference represent changes or alterations in the form of mitigation measures that have been required in, or incorporated

into, the Revised Project which avoid or substantially lessen the significant environmental effect of all of the impacts of the Revised Project relative to Hazards and Hazardous Materials, as identified in the EIR, to a less than significant level. Further, certain of the mitigation measures identified with respect to Hazards and Hazardous Materials are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the FAA, or the RWQCB, as applicable.

Water Quality: Appropriate National Pollutant Discharge Elimination System ("NPDES") permits have been and/or will be obtained, site-specific Storm Water Pollution Prevention Programs ("SWPPPs") will be prepared, and Best Management Practices ("BMPs") will be implemented to minimize and regulate discharge to surface flows and groundwater. Additionally, the Applicant and subsequent property owners will be required to comply with the Standard Urban Stormwater Mitigation Plan ("SUSMP") requirements during the operational life of the Revised Project, including implementation of BMPs. By implementing NPDES permit conditions and SUSMP requirements, operational impacts to surface water quality, groundwater resources, and groundwater quality will be less than significant.

As with the Approved Project, the Revised Project will comply with NPDES requirements and local regulations during construction to ensure that surface water quality will not be significantly degraded. Urban pollutants associated with Revised Project operations will be similar in nature to those under the Approved Project, and such operations will comply with comparable NPDES requirements. Thus, the Water Quality impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Although the Revised Project will not result in significant impacts to Water Quality prior to the implementation of mitigation measures identified in the revised MMRP as Measures MM-V.G-1 through MM-V.G-3 and incorporated herein by reference, such changes or alterations in the form of mitigation measures nonetheless have been required in, or incorporated into, the Revised Project which further reduce these less than significant environmental effects of the Revised Project upon Water Quality, as identified in the EIR. Further, certain of the mitigation measures with respect to Water Quality are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the RWQCB or the City of Lakewood, as applicable.

Land Use and Planning: The Revised Project will result in development compatible with surrounding land uses that will support the goals of the Long Beach General Plan and Long Beach Strategic Plan as well as the City of Lakewood General Plan and Lakewood Redevelopment Plan, and which will revitalize and redevelop the area, encourage new private sector investment, create new job opportunities, and facilitate the

installation and expansion of required infrastructure, including utilities, streets, and landscaping. Implementation of the Revised Project will entail certain new ordinances and described in detail in the Addendum, including new PD-32 North and PD-32 South Zones, and with approval of such the Revised Project will result in less than significant impacts to Land Use and Planning.

In comparison to the Approved Project, the Revised Project will replace the previously approved 1,400 residential units with additional commercial uses in the northern portion of the Project site, which will be governed by PD-32 North, while zoning for PD-32 South will reflect the currently approved land uses for this area. The development standards and design guidelines for each of these areas will be comparable to those previously contemplated for PD-32. Additionally, similar to the Approved Project, the Revised Project will be compatible with surrounding land uses and will support many of the City's relevant goals and objectives. Thus, the Land Use and Planning impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Accordingly, mitigation measures identified in the revised MMRP as Measures MM-V.H-1 through MM-V.H-3 and incorporated herein by reference are changes or alterations in the form of mitigation measures that have been required in, or incorporated into, the Revised Project which avoid or substantially lessen the significant environmental effect of all of the impacts of the Revised Project upon Land Use and Planning, as identified in the EIR, to a less than significant level. Further, certain of the mitigation measures identified with respect to Land Use are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the City of Lakewood.

Employment: The Revised Project will generate workforce levels that will be within local and regional employment projections, advance regional employment policies, and enhance opportunities to attract quality commercial tenants and new jobs in a timely manner. Impacts associated with employment growth will accordingly be less than significant, and the Revised Project will not result in significant impacts upon Employment.

In comparison to the Approved Project, development of the Revised Project will generate a similar number of construction jobs and an increased number of permanent jobs, which will nonetheless be well within the projected employment growth for Long Beach, Lakewood, the Gateway Cities subregion, and the County of Los Angeles. Thus, the Employment impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Housing: The Revised Project does not include the development of new housing units, will not directly result in housing growth, and will not exceed the Southern California Association of Governments' ("SCAG") forecasts for housing growth in the area. Accordingly, the Revised Project will not result in significant impacts upon Housing.

In comparison to the Approved Project, the Revised Project will eliminate 1,400 previously proposed housing units and any associated impacts. Thus, the Housing impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Population: The Revised Project does not include the development of new housing units and will not directly induce new population growth. While the Revised Project may result in indirect population growth resulting from employees potentially moving to the area, such growth would not exceed SCAG forecasts for population growth in the area. Accordingly, the Revised Project will not result in significant impacts upon Population.

In comparison to the Approved Project, the Revised Project will eliminate 1,400 previously proposed housing units and the associated residential population. Thus, the Population impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Schools: The Revised Project does not include residential units and will not result in a direct residential population, but may result in an indirect residential population increase due to Project-related employment growth and an associated potential increase in the demand for schools in the Long Beach Unified School District service area. The Revised Project will include mitigation via a School Agreement that will incorporate State-mandated fees and provide additional funding in excess of current fee rates to increase the capacity of local schools and reduce overcrowded conditions. Accordingly, the Revised Project will not result in significant impacts upon Schools.

In comparison to the Approved Project, the Revised Project will eliminate 1,400 previously proposed housing units and the associated student population. Thus, the impacts of the Revised Project upon Schools will be less than those of the Approved Project, within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Recreation: The Revised Project does not include residential units and will not result in a direct residential population, but may result in an indirect residential population increase due to Project-related employment growth and an associated potential increase in the demand for parks and recreational facilities. Any new demand will be adequately accommodated through the creation of approximately 10 acres of community open space,

including Donald Douglas Plaza, Jansen Green, bike paths, an enhanced McGowen Street parkway, street gateways, mid-block pedestrian connections, and landscape buffers on-site. Therefore, the Revised Project will result in a less than significant impact on parks and recreational facilities.

In comparison to the Approved Project, the Revised Project will eliminate 1,400 previously proposed housing units and the associated residential demand for parks and recreation facilities. Thus, the impacts of the Revised Project upon Recreation will be less than those of the Approved Project, within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Although the Revised Project will not result in significant impacts to Recreation prior to the implementation of a mitigation measure identified in the revised MMRP as Mitigation Measure MM-V.K.4-1 and incorporated herein by reference, such change or alteration in the form of a mitigation measure has nonetheless been required in, or incorporated into, the Revised Project which further reduces these less than significant environmental effects of the Revised Project upon Recreation, as identified in the EIR.

Libraries: The Revised Project does not include residential units and will not result in a direct residential population, but will result in a limited increase in the demand for library facilities by Project employees that will be less than significant. More specifically, in comparison to the Approved Project, the Revised Project will eliminate 1,400 previously proposed housing units and the associated residential demand for libraries. The Revised Project's impacts on library facilities will thus be well below the envelope of impacts identified in the Certified EIR, which concluded that Library impacts associated with the Approved Project would be significant and unavoidable. Therefore, in regards to Library impacts, a Statement of Overriding Considerations is no longer applicable for this issue pursuant to State CEQA Guidelines Section 15093, as would be necessary for the Approved Project.

Water: Although the Revised Project will result in an increase in water demand over existing conditions, the Revised Project incorporates replacements and improvements to the existing on-site infrastructure that will improve water service to the Project site, and impacts will be less than significant. In addition, both the domestic and reclaimed water demands of the Revised Project will be less than those of the Approved Project, which were also found to be less than significant. Thus, the impacts of the Revised Project upon Water will be within the envelope of impacts identified in the Certified EIR, consistent with the Findings previously made for the Approved Project.

Although the Revised Project will not result in significant impacts to Water prior to the implementation of mitigation measures identified in the revised MMRP as Measures MM-V.M.1-1 through MM-V.M.1-4 and incorporated herein by reference, such changes or alterations in the form of mitigation measures have nonetheless been required in, or

incorporated into, the Revised Project which further reduce these less than significant environmental effects of the Revised Project upon water, as identified in the EIR. Further, certain of the mitigation measures identified with respect to water are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the County of Los Angeles, or the City of Lakewood, as applicable.

Sewer: A net increase in wastewater flows over existing conditions will occur with development of the Revised Project, however, wastewater system improvements identified for the Revised Project have and will be implemented, and off-site sewer lines and wastewater treatment facilities serving the site have sufficient capacity to accommodate flows associated with the Revised Project. Thus, impacts associated with sewer facilities will be less than significant. The Revised Project's wastewater generation will be less than that of the Approved Project, which was also found to be less than significant. As such, the Sewer impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Although the Revised Project will not result in significant impacts to Sewers prior to the implementation of mitigation measures identified in the revised MMRP as Measures MM-V.M.2-1 through MM-V.M.2-2 and incorporated herein by reference, such changes or alterations in the form of mitigation measures have nonetheless been required in, or incorporated into, the Revised Project which further reduce these less than significant environmental effects of the Revised Project upon Sewers, as identified in the EIR. Further, certain of the mitigation measures identified with respect to Sewers are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the County of Los Angeles.

Energy: Implementation of the Revised Project will result in an increased demand for electricity and natural gas relative to existing conditions, but the Revised Project will include electrical and gas distribution system improvements, including the possible development of an on-site substation, to meet the Revised Project's demand. As such, impacts associated with electricity and natural gas will be less than significant.

In comparison to the Approved Project, the Revised Project's electricity demand will be slightly greater. However, the proposed substation has an available capacity of 128 megawatt amperes (MWA) and thus, would have adequate capacity to serve the Revised Project's peak demand of 32.97 megawatts (MW). Therefore, impacts associated with electricity would be less than significant. Thus, the Revised Project's impacts associated with electricity would be within the envelope of impacts identified in the Certified EIR. Mitigation measures are also proposed for the Revised Project to ensure

that on-site electricity improvements are implemented to the satisfaction of Southern California Edison (SCE).

The natural gas demand of the Revised Project will be less than that of the Approved Project, and impacts associated with demand for natural gas would be less than significant. As such, the Energy impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project. Mitigation measures are also proposed for the Revised Project to ensure that on-site natural gas system improvements are implemented to the satisfaction of Long Beach Energy (LBE).

Mitigation measures identified in the revised MMRP as Measures MM-V.M.4-1 through MM-V.M.4-3 and incorporated herein by reference, are changes or alterations in the form of mitigation measures that have been required in, or incorporated into, the Revised Project which avoid or substantially lessen the significant environmental effect of all of the impacts on the Revised Project upon Energy, as identified in the EIR, to a less than significant level. Further, certain of the mitigation measures identified with respect to Energy are within the responsibility of another public agency, and such changes can and should be adopted by Southern California Edison.

13. Based upon the Initial Study, DEIR, FEIR, and Addendum, as well as public comments and the public record, the Revised Project may create significant environmental impacts that cannot be mitigated to a level of insignificance even with adopted mitigation measures for the general environmental topics indicated below. As described below, not all of the environmental issues evaluated for each of the general topics would result in significant impacts.

Air Quality: Localized construction emissions of PM_{10} and regional construction emissions of CO, NO_x , PM_{10} , and VOC associated with the Revised Project will be significant and unavoidable. Although local operational air quality impacts will be less than significant, regional operational air pollutant emissions of CO, NO_x , PM_{10} , $PM_{2.5}$, and VOC will exceed the South Coast Air Quality Management District's (SCAQMD) regional thresholds and therefore be significant and unavoidable, as will the associated cumulative impacts. The Revised Project will be consistent with local air quality plans and policies, will not have a health risk impact from off-site sources of air toxics, and with implementation of GHG reducing measures and compliance with the City of Long Beach interim Green Building Requirements for Private Development and the PD-32 North Green Building Standards, will not have a significant impact with respect to global climate change.

In comparison to the Approved Project, the Revised Project will result in a reduced level of construction activities due to a reduction in total floor area, an associated reduction in the intensity of grading activities, and thus a reduction in both local and regional emissions. As with the Approved Project, specified regional and local construction emissions will be significant, although the duration and intensity of these impacts will be less than under the Approved Project. The air pollutant emissions associated with operation of the Revised Project will be similar in nature to those of the Approved Project, but reduced for nearly all pollutants. Nonetheless, similar to the Approved Project, operation of the Revised Project will exceed certain SCAQMD regional thresholds. Additionally, the Revised Project will result in similar traffic-related localized air quality impacts as compared with the Approved Project, reduced health risk impacts, and a slight reduction in the increase of GHG emissions. The Revised Project will also implement measures similar to those provided in the Final EIR for the Approved Project. Thus, the Air Quality impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project. The City of Long Beach determined that the significant unavoidable adverse impact associated with regional and localized air quality emissions is acceptable for the reasons set forth in the Statement of Overriding Considerations included in the Findings for the EIR, and as set forth below.

Mitigation measures identified in the revised MMRP as Measures MM-V.B-1 through MM-V.B-27 and incorporated herein by reference, are changes or alterations in the form of mitigation measures that have been required in, or incorporated into, the Revised Project which avoid or substantially lessen the significant environmental effect of the Revised Project upon Air Quality, as identified in the EIR. However, because the Revised Project will exceed the significance thresholds for construction emissions and operational air pollutant emissions, significant impacts will remain after mitigation. Specific economic, legal, social, technological, or other considerations identified in Section 19 of these CEQA Findings make infeasible additional mitigation measures or alternatives identified in the EIR. Further, certain of the mitigation measures identified with respect to Air Quality are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the City of Lakewood or the South Coast Air Quality Management District, as applicable.

Hydrology: The Revised Project will include community open space areas, such as Donald Douglas Plaza, Jansen Green, and landscape buffers on-site, which will reduce the amount of impervious surface area, associated site-generated storm water runoff, and the potential for on- and off-site flood hazards both in comparison to baseline conditions. Storm drain improvements will also be incorporated in the Revised Project, however downstream culverts under Lakewood Boulevard will not be adequate to accommodate

projected storm flows due to an existing deficiency that will be maintained, causing Project and cumulative impacts to be significant and unavoidable.

As the overall on-site peak flow for the Revised Project during a 50-year storm event is estimated to be less than that of the Approved Project, the Hydrology impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Mitigation measures identified in the revised MMRP as Measures MM-V.F-1 through MM-V.F-2 and incorporated herein by reference, are changes or alterations in the form of mitigation measures that have been required in, or incorporated into, the Revised Project which lessen, but do not avoid, the significant environmental effect of the Revised Project upon Hydrology, as identified in the EIR. Because the Revised Project will exceed certain significance thresholds for Hydrology, including cumulative impacts, significant impacts will remain after mitigation. Specific economic, legal, social, technological, or other considerations identified in Section 19 of these CEQA Findings make infeasible additional mitigation measures or alternatives identified in the EIR. Further, certain of the mitigation measures identified with respect to Hydrology are within the responsibility and jurisdiction of another public agency, including the City of Lakewood. The City of Long Beach determined that this significant unavoidable adverse impact is acceptable for the reasons set forth in the Statement of Overriding Considerations included in the findings for the Certified EIR, and as set forth below.

Noise: The Revised Project will result in short-term and intermittent noise during construction, particularly in the vicinity of adjacent residential uses, resulting in significant construction noise impacts. Although most noise levels associated with operation of the Revised Project, including noise from mechanical equipment, truck deliveries, parking facilities, and operation of the electrical substation as well as the Boeing Enclave, will be less than significant, noise levels associated with vehicular traffic will result in significant and unavoidable mobile noise impacts along one street segment, with no impact to sensitive receptors in the vicinity. Construction noise and operational traffic noise will result in significant cumulative impacts as well.

Although the amount of site preparation associated with the Revised Project will be reduced when compared with the Approved Project, noise levels during site preparation activities will be similar on a daily basis. During building construction, the increase in ambient noise levels will be less than under the Approved Project due to the reduction in total development. Relative to Revised Project operations, noise associated with project-generated traffic, Boeing Enclave operations, mechanical equipment, parking uses, and operation of the proposed substation will be similar to that of the Approved Project. Thus,

the Noise impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR, consistent with the Findings previously made for the Approved Project.

Accordingly, mitigation measures identified in the revised MMRP as Measures MM-V.I-1 through MM-V.I-9, MM-V.I-11 through MM-V.I-13, MM-V.I-15, MM-V.I-16, MM-V.I-18, and MM-V.I-20 and incorporated herein by reference, are changes or alterations in the form of mitigation measures that have been required in, or incorporated into, the Revised Project which avoid or substantially lessen the significant environmental effect of the Revised Project upon Noise, as identified in the EIR. However, because the Revised Project will exceed the significance thresholds for construction noise and vehicular noise, significant impacts will remain after mitigation. Specific economic, legal, social, technological, or other considerations identified in Section 19 of these CEQA Findings make infeasible additional mitigation measures or alternatives identified in the EIR. Further, certain of the mitigation measures identified with respect to Noise are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the City of Lakewood. The City of Long Beach determined that this significant unavoidable adverse impact is acceptable for the reasons set forth in the Statement of Overriding Considerations included in the findings for the EIR, and as set forth below.

Transportation/Circulation and Parking: While mitigation will reduce most of the Revised Project's traffic impacts to less than significant levels, traffic levels associated with short-term construction activities and project operation are expected to result in significant and unavoidable impacts at the intersections of Carson Street and Lakewood Boulevard and Spring Street and Lakewood Boulevard, and at eight (8) freeway segments along the I-405. Impacts on residential street segments under the Revised Project will be less than significant with the incorporation of mitigation measures, but should the jurisdictions fail or be unable to implement acceptable and adequate mitigation measures, some or all of the impacts along three residential street segments could remain significant. As part of the Revised Project, circulation improvements, a Transportation Demand Management plan, and project improvements to the bicycle and pedestrian systems on-site will be implemented. Impacts associated with parking as well as bicycle and pedestrian systems will be less than significant. With regard to cumulative impacts, the Revised Project will result in significant impacts associated with construction and operational traffic.

In comparison to the Approved Project, the Revised Project's traffic generation impacts will be similar in terms of trip generation, and the future level of service conditions with the Revised Project will be no worse than analyzed in the Certified EIR for the Approved Project, with the same intersections and street segments significantly impacted. Also similar to the Approved Project, parking for the Revised Project will comply with current Long Beach and Lakewood Municipal Code parking requirements. Thus overall,

the Transportation/Circulation and Parking impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Accordingly, mitigation measures identified in the revised MMRP as Measures MM-V.L-1 through MM-V.L-21 and incorporated herein by reference, are changes or alterations in the form of mitigation measures that have been required in, or incorporated into, the Revised Project which avoid or substantially lessen the significant environmental effect of the Revised Project upon Transportation/Circulation, as identified in the EIR. However, because the Revised Project will exceed certain significance thresholds for Transportation/Circulation, including for cumulative impacts associated with construction and operational traffic, significant impacts will remain after mitigation. Specific economic, legal, social, technological, or other considerations identified in Section 19 of these CEQA Findings make infeasible additional mitigation measures or alternatives identified in the EIR. Further, certain of the mitigation measures identified with respect to Transportation/Circulation are within the responsibility and jurisdiction of another public agency or agencies, and such changes can and should be adopted by Caltrans, the City of Lakewood, City of Bellflower, City of Hawaiian Gardens, City of Paramount, or the Los Angeles County Metropolitan Transportation Authority, as applicable. The City of Long Beach determined that this significant unavoidable adverse impact is acceptable for the reasons set forth in the Statement of Overriding Considerations included in the Findings for the EIR, and as set forth below.

14. Based upon the Initial Study, DEIR, FEIR, and Addendum, as well as public comments and the public record, the Revised Project may create significant cumulative impacts that cannot be mitigated in the following areas, in addition to those already stated above (air quality, hydrology, noise, traffic):

Cultural Resources: Project impacts will be less than significant with respect to historic resources and less than significant following mitigation with respect to archaeological and paleontological resources. However, to the extent that Building 15 is removed as part of the Revised Project, the Revised Project would contribute to a significant cumulative impact on historic resources. While Building 15 does not appear individually eligible for the National Register, California Register or local landmark designation, Building 15 is part of a potential historic district that previously existed on-site. Thus, the demolition of Building 15 as part of the Revised Project may contribute to significant but unavoidable cumulative impacts upon historic resources.

In comparison to the Approved Project, the potential for uncovering archeological resources will be reduced under the Revised Project since mass grading has already occurred. Relative to paleontological resources, shallow excavations during construction

of the Revised Project will not likely encounter significant vertebrate fossils, although deeper excavations could encounter fossils, similar to the Approved Project. Also like the Approved Project, the Revised Project may include the demolition of Building 15 which will not pose a significant impact because this structure does not appear individually eligible for the National Register, California Register or local landmark designation. Thus, the impacts of the Revised Project upon Cultural Resources will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Accordingly, mitigation measures identified in the revised MMRP as Measures MM-V.C-1 through MM-V.C-8 and incorporated herein by reference, are changes or alterations in the form of mitigation measures that have been required in, or incorporated into, the Revised Project which avoid or substantially lessen the significant environmental effect of the Revised Project upon Cultural Resources, as identified in the EIR. However, because the Revised Project will exceed the significance thresholds for cumulative impacts upon Cultural Resources, significant cumulative impacts will remain after mitigation. Specific economic, legal, social, technological, or other considerations identified in Section 19 of these CEQA Findings make infeasible additional mitigation measures or alternatives identified in the EIR. Further, certain of the mitigation measures identified with respect to Cultural Resources are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the City of Lakewood. The City of Long Beach determined that this significant unavoidable adverse impact is acceptable for the reasons set forth in the Statement of Overriding Considerations included in the findings for the EIR, and as set forth below.

Solid Waste: Implementation of the Revised Project will result in an increase in solid waste and hazardous materials generation compared with existing uses. The Revised Project will incorporate waste diversion programs on-site to reduce disposal at regional landfills and waste-to-energy facilities, which have sufficient capacity to accommodate the Revised Project's disposal needs, and hazardous materials disposal programs will be implemented as addressed in the analysis of impacts upon Hazards and Hazardous Materials in the Certified EIR. Although project impacts will be less than significant with respect to solid waste, the Revised Project may contribute to cumulative impacts on solid waste.

In comparison to the Approved Project, the Revised Project will result in a similar quantity of demolition and construction debris requiring disposal at unclassified landfills. However, the Revised Project will generate more solid waste annually compared to the Approved Project. Since sufficient solid waste disposal capacity is available to accommodate the Revised Project's solid waste disposal needs, project impacts will be less than significant while cumulative impacts will be significant, as under the Approved

Project. Thus, the Solid Waste impacts of the Revised Project will be within the envelope of impacts identified in the Certified EIR and consistent with the Findings previously made for the Approved Project.

Although the Revised Project will not result in significant impacts to Solid Waste prior to the implementation of mitigation measures identified in the revised MMRP as Measures MM-V.M.3-1 through MM-V.M.3-2 and incorporated herein by reference, such changes or alterations in the form of mitigation measures have nonetheless been required in, or incorporated into, the Revised Project to ensure that recycling is facilitated on-site. However, because the Revised Project will exceed the significance thresholds for cumulative impacts upon Solid Waste as it will contribute to recognized regional landfill capacity shortages, significant cumulative impacts will remain after mitigation even with incorporation of Mitigation Measures MM-V.M.3-1 and MM-V.M.3-2. Specific economic, legal, social, technological, or other considerations identified in Section 19 of these CEQA Findings make infeasible additional mitigation measures or alternatives identified in the EIR. Further, certain of the mitigation measures identified with respect to Solid Waste are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the City of Lakewood. The City of Long Beach determined that this significant unavoidable adverse impact is acceptable for the reasons set forth in the Statement of Overriding Considerations included in the findings for the EIR, and as set forth below.

15. Based upon the Initial Study, DEIR, FEIR, and Addendum, as well as public comments and the public record, the Revised Project may create significant environmental impacts on certain resources that cannot be mitigated by the Applicant, as the Applicant cannot guarantee that revenues will be allocated by the City to address such resources:

Police Protection: The Revised Project does not include residential units, will not generate a direct residential population, and thus will not affect the existing officer to residential population ratio in the area. Security features will be incorporated into the Revised Project which will be consistent with the Safety Elements of the Cities of Lakewood and Long Beach. In addition, police fees will be paid by the developers of the portion of the Revised Project north of Cover Street at the rate existing at the time development occurs. Temporary control measures will be implemented to address circulation patterns and response times which could be disrupted temporarily by street improvements. While recurring revenues from the Revised Project should be sufficient to address the costs of increased staffing and associated outlays, because the allocation of revenue to such resources cannot be guaranteed, the Revised Project could have potentially significant impacts upon police services, including significant cumulative impacts.

In comparison to the Approved Project, the Revised Project will eliminate 1,400 previously proposed housing units and the associated residential demand for police protection. However, similar funding issues may occur. Thus, the impacts of the Revised Project upon police projection will be within the envelope of impacts identified in the Certified EIR, consistent with the Findings previously made for the Approved Project.

Accordingly, mitigation measures identified in the revised MMRP as Measures MM-V.K.1-1 and MM-V.K.1-2 and incorporated herein by reference, are changes or alterations in the form of mitigation measures that have been required in, or incorporated into, the Revised Project which avoid or substantially lessen the significant environmental effect of the Revised Project upon Police, as identified in the EIR. However, because the Revised Project could exceed the significance thresholds for Police, significant impacts will remain after mitigation. Specific economic, legal, social, technological, or other considerations identified in Section 19 of these CEQA Findings make infeasible additional mitigation measures or alternatives identified in the EIR. Further, certain of the mitigation measures identified with respect to Police are within the responsibility and jurisdiction of another public agency, and such changes can and should be adopted by the City of Lakewood. The City of Long Beach determined that this significant unavoidable adverse impact is acceptable for the reasons set forth in the Statement of Overriding Considerations included in the findings for the EIR, and as set forth below.

Fire Protection and Emergency Medical Services: Employee population growth will occur in connection with the Revised Project, increasing demand for fire protection and emergency medical services. The Revised Project will include features that comply with relevant fire and building and safety codes, enhance fire flow capabilities within certain portions of the site, and implement improvements such as sprinklers, hydrants, and standpipe systems. In addition, fire fees will be paid by the developers of the portion of the Revised Project north of Cover Street at the rate existing at the time development occurs. Traffic flows and emergency access could be disrupted temporarily in connection with planned street improvements, but appropriate traffic controls will be incorporated. While recurring revenues from the Revised Project should be sufficient to address the costs of increased staffing and associated outlays, because the allocation of revenue to such resources cannot be guaranteed, the Revised Project could have potentially significant impacts on Fire Protection and Emergency Medical Services, including significant cumulative impacts.

In comparison to the Approved Project, the Revised Project will eliminate 1,400 previously proposed housing units and the associated residential demand for fire protection and emergency medical services. However, similar funding issues may occur. Thus, the impacts of the Revised Project upon Fire Protection and Emergency Medical

Services will be within the envelope of impacts identified in the Certified EIR, consistent with the Findings previously made for the Approved Project.

Accordingly, the mitigation measure identified in the revised MMRP as Measure MM-V.K.2-1 and incorporated herein by reference, is a change or alteration in the form of a mitigation measure that has been required in, or incorporated into, the Revised Project which avoids or substantially lessens the significant environmental effect of the Revised Project upon Fire Protection and Emergency Medical Services, as identified in the EIR. However, because the Revised Project could exceed the significance thresholds for Fire Protection and Emergency Medical Services, significant impacts will remain after mitigation. Specific economic, legal, social, technological, or other considerations identified in Section 19 of these CEQA Findings make infeasible additional mitigation measures or alternatives identified in the EIR. Further, a portion of the mitigation measure identified with respect to Fire Protection and Emergency Medical Services is within the responsibility and jurisdiction of another public agency, and such change can and should be adopted by the County of Los Angeles Fire Department. The City of Long Beach determined that this significant unavoidable adverse impact is acceptable for the reasons set forth in the Statement of Overriding Considerations included in the findings for the EIR, and as set forth below.

16. Pursuant to State CEQA Guidelines Section 15091 (a)(1) and based upon the rationale set forth above, in response to each significant impact identified in the DEIR, FEIR, and Addendum, changes or alterations have been or will be required in, or incorporated into, the Revised Project as part of the revised MMRP (consistent with State CEQA Guidelines Section 15091 (d)), which will avoid or substantially reduce to a level of insignificance the significant environmental impacts previously identified, with the exception of impacts relative to: Air Quality, Hydrology, Noise, Transportation/Circulation, Police Protection, Fire and Emergency Medical Services; and cumulative impacts associated with each of the foregoing as well as Cultural Resources and Solid Waste. Each such change or alteration shall be a condition of approval of the Revised Project. Said changes or alterations are more fully detailed and described in the revised MMRP, which is attached hereto as Exhibit "A." Additionally, pursuant to State CEQA Guidelines Section 15091(a)(2) and based upon the rationale set forth above, with respect to such changes or alterations required pursuant to the EIR that are within the responsibility and jurisdiction of another public agency or entity, including but not limited to Caltrans, the City of Lakewood, the County of Los Angeles, the Federal Aviation Administration, the Los Angeles County Metropolitan Transportation Authority, the Regional Water Quality Control Board, the South Coast Air Quality Management District, or Southern California Edison, such changes can and should be adopted by such other agency or entity.

17. Section VI of Volume 2 of the DEIR describes a reasonable range of alternatives to the Project. These alternatives include: (1) the "No Project/No Build" alternative; (2) the "No Project/Development in Accordance with Existing Plans" alternative; (3) the "Non-Residential" alternative; (4) the "Alternative Site" alternative; and (5) the "Reduced Intensity" alternative. The Planning Commission found and the City Council concurred that a good faith effort was made to incorporate alternatives into the preparation of the EIR and that all reasonable alternatives were considered in the review process of the EIR and the ultimate decision on the Project. The Planning Commission found and the City Council concurred that the "Reduced Intensity" alternative would reduce the significant environmental impacts of the proposed project, reflect the beneficial effects of the proposed project, and fulfill the objectives of the proposed project, while also demonstrating economic feasibility. Accordingly, and for any one of the reasons set forth in the DEIR, FEIR, or the associated Findings for the Approved Project, the Planning Commission found and the City Council concurred that specific economic, social, or other considerations make impractical or infeasible most of the project alternatives identified in the EIR, and each such alternative, with the exception of the "Reduced Intensity" alternative, was rejected. As such, the "Reduced Intensity" alternative was adopted as the Douglas Park Project and is now known as the Approved Project. As described in the Addendum, the Revised Project would not result in any additional significant impacts nor would it increase the severity of previously anticipated significant impacts identified for the Approved Project. Rather, all of the impacts associated with the Revised Project are within the envelope of impacts identified for the Approved Project.

18. The findings contained herein and each fact in support of a finding are true and based upon substantial evidence in the record, including the Initial Study, DEIR, FEIR, and Addendum.

19. For each environmental impact identified in the EIR as "significant and unavoidable," pursuant to State CEQA Guidelines Section 15093, the City adopted the "Statement of Overriding Considerations" as set forth below. The City shall further adopt the revised MMRP, which is attached hereto as Exhibit "A".

There are certain potentially significant benefits which would result from the development and operation of the Revised Project, including but not limited to the following benefits related to the extent to which the Revised Project would facilitate the implementation of the City's General Plan and would further the comprehensive planning objectives contained within the General Plan, as development of the Revised Project would:

- (a) Maintain and enhance major employment centers, such as the Douglas Park project area;

- (b) Expand and attract new business to the City;
- (c) Redirect growth to major employment/activity centers, such as the Douglas Park project area;
- (d) Develop a well-balanced community offering well-planned commercial districts and a coordinated circulation system for fast, safe, and efficient movement of people and commodities;
- (e) Provide usable open space tailored to Project-generated open space needs that would otherwise be placed on public open space and recreation resources;
- (f) Improve the urban environment in order to make Long Beach a more pleasant place to live, work, play and raise a family;
- (g) Incorporate open space to provide a contrast to, and relief from, the tensions associated with urban development; and
- (h) Maximize the development, economic, and job-creating potential of underutilized properties zoned for commercial and manufacturing uses.

The public benefits to be received through development of the Revised Project also include:

- (a) Construction of transportation improvements, including improvements to the regional transportation system, which will mitigate almost all of the traffic impacts of the Revised Project;
- (b) Construction and maintenance of Lakewood Boulevard landscape improvements and Carson Street landscape improvements, which will beautify two of the City's most important arterials;
- (c) Construction of major infrastructure improvements in accordance with a comprehensive phasing plan that ensures that necessary infrastructure will be in place when needed to allow for various job-creating development;
- (d) Mitigation (in excess of current statutory requirements) of the impacts on the schools within the Long Beach Unified School District through a School Agreement;
- (e) Contribution of two hundred fifty thousand dollars (\$250,000) in fees towards the affordable housing needs of the City;

- (f) Contribution of two million dollars (\$2,000,000) in fees towards the general infrastructure improvement needs of the City;
- (g) Contribution of one million two hundred thousand dollars (\$1,200,000) in development fees to be used at the discretion of the City;
- (h) Development of a major business center within the City providing opportunities for temporary employment during construction for up to an estimated 3,800 persons, and at build out, permanent local long-term employment for up to an estimated 13,300 persons with an estimated annual direct and indirect payroll in excess of one billion two hundred million dollars (\$1,200,000,000);
- (i) Protection of the present and future free and unrestricted use of Long Beach Airport – Daugherty Field as a public and commercial use airport, and protection of the City from potential exposure to airport noise-related litigation initiated by future occupants of the Revised Project through an Airspace and Avigation Easement;
- (j) Implementation of a well-planned job development program to meet the community's goal of employing Long Beach residents in the construction of the Revised Project infrastructure improvements, which include on-site roadway infrastructure, open space improvements, Lakewood Boulevard landscape improvements, and Carson Street landscape improvements, but exclude dry utilities; and
- (k) Assurance that development of the Revised Project will proceed in accordance with a master plan which was the result of a comprehensive and coordinated planning process by and among the Applicant, City and the community in which private and public goals, objectives and interests were thoughtfully integrated and resolved in an optimal fashion.

The City recognizes that significant and unavoidable impacts would result from implementation of the Revised Project. Having (1) adopted all feasible mitigation measures; (2) rejected alternatives to the Revised Project discussed above; (3) recognized all significant, unavoidable impacts; and (4) balanced the economic, legal, social, technological and other benefits of the Revised Project, including but not limited to the above described benefits, against its unavoidable environmental risks and impacts; the City has determined that the significant economic, legal, social, technological and other benefits of the Revised Project outweigh and override those potentially significant adverse environmental impacts which are not capable of being mitigated to a level of insignificance and that the unmitigated impacts are therefore acceptable.

EXHIBIT A



MITIGATION MONITORING
AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE DOUGLAS PARK REZONE PROJECT

A. Introduction

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to “adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” The City of Long Beach is the Lead Agency and the City of Lakewood is a Responsible Agency for the proposed project.

This MMRP is designed to monitor implementation of all feasible mitigation measures as identified in the Addendum to the Final Environmental Impact Report (EIR) prepared for the Douglas Park Project (formerly known as the PacifiCenter @ Long Beach). Mitigation measures are indicated below with the prefix “MM” and are numbered consistent with the numbering provided in the EIR. Each mitigation measure is listed and categorized by topic, with an accompanying discussion of the following:

- The phase of the project during which the mitigation measure should be monitored (i.e., pre-construction, construction, or operation);
- The enforcement agency (i.e., the agency with the authority to enforce the mitigation measure);
- The monitoring agency (i.e., the agency to which mitigation reports involving feasibility, compliance, implementation, and development operation should be provided); and
- The agency action indicating project compliance with the mitigation measures.

The entity responsible for the implementation of all mitigation measures shall be the project Applicant unless otherwise noted.

B. Project Background

Following circulation of the Draft EIR for the PacifiCenter @ Long Beach (SCH No. 2001051048) in 2004, the Applicant announced a revised plan for the project, referred to as Douglas Park. On December 21, 2004, the City of Long Beach approved the Douglas Park Project (Ordinance No. C-7960 and Ordinance No. C-7958) and certified the Final EIR. Accordingly, the currently entitled Douglas Park Project is referred to as the Approved Project and the Final EIR is referred to as the Certified EIR. Subsequently, the Applicant proposed modifications to the Douglas Park Project (referred to as the Douglas Park Rezone Project or Revised Project) in 2008. These modifications are generally located in the northern portion of the Project site and include the replacement of previously approved residential uses with commercial, light industrial, and retail uses. The Revised Project now comprises up to approximately 3.75 million square feet of commercial/light industrial uses, up to 250,000 square feet of retail uses, and a hotel of up to 400 rooms. The Project site encompasses a total of 261 acres, with a majority of the site (approximately 238 acres) located within the City of Long Beach and the remaining portion (approximately 23 acres) located within the City of Lakewood. An Addendum to the Certified EIR (Addendum) has been prepared in 2009 to address the modifications proposed under the Revised Project.

An MMRP was included as part of the Certified EIR and adopted for the Approved Project. Some of the mitigation measures identified for the Approved Project in that MMRP have been completed, whereas some of the mitigation measures previously adopted are no longer applicable to the Revised Project, for example due to the elimination of residential uses. However, the balance of the original mitigation measures remain applicable, with some revisions as appropriate to reflect the Revised Project and/or current conditions. The revised mitigation measures, applicable to the Revised Project in its entirety, are presented below. Neither the previously adopted mitigation measures that have been completed to date nor those mitigation measures that are no longer applicable to the Revised Project are included as part of this MMRP, but are noted below.

C. Mitigation Monitoring and Reporting Program

Aesthetics

PD-32 North and PD-32 South Design Guidelines as well as Development Standards will be developed for the Douglas Park Project and will establish standards regarding building and roof design, landscape amenities, streetscaping and pedestrian improvements, including sidewalks and bike lanes, and signage and exterior lighting. Project adherence to these documents will minimize potential impacts.

MM-V.A-1: Minimum setbacks measured from the property line to the building face shall be provided in accordance with the requirements of PD-32 North

and PD-32 South (refer to Figure II-10 and Figure II-11 of Section II, Project Description, of this Addendum for an illustration of these setbacks).

Monitoring Phase: Pre-Construction/Construction

Enforcement Agency: Long Beach Development Services or City of Lakewood Community Development Department

Monitoring Agency: Long Beach Development Services or City of Lakewood Community Development Department

Action Indicating Compliance: Approval of site plan review/issuance of building permits/issuance of temporary or final certificate of occupancy, whichever comes first

MM-V.A-2: Maximum building heights shall be defined in the PD-32 North and PD-32 South ordinances in conformance with Figure II-8 and Figure II-9 in Section II, Project Description, of this Addendum. The proposed maximum building heights shall be measured from curb elevation to the highest point of a building including mechanical equipment and screening.

Monitoring Phase: Pre-Construction/Construction

Enforcement Agency: Long Beach Development Services or City of Lakewood Community Development Department

Monitoring Agency: Long Beach Development Services or City of Lakewood Community Development Department

Action Indicating Compliance: Approval of site plan review/issuance of building permits/issuance of temporary or final certificate of occupancy, whichever comes first

MM-V.A-3: [This mitigation measure as set forth in the MMRP included in the Certified EIR is underway and will be completed prior to Revised Project approval.]

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

Monitoring Phase: Pre-Construction/Construction

Enforcement Agency: Long Beach Development Services or City of Lakewood Community Development Department

Monitoring Agency: Long Beach Development Services or City of Lakewood Community Development Department

Action Indicating Compliance: Approval of site plan review/issuance of building permits

MM-V.A-5: All night lighting installed on private property within the Project site shall be shielded, directed away from off-site residential uses, and confined to the Project site. Rooftop lighting shall be limited to security lighting or aviation warning lights in accordance with Airport/FAA requirements. All projects shall meet the submittal requirements of FAR Part 77. The FAA confirmed in 2008 that the Revised Project is consistent with its Part 77 requirements.

Monitoring Phase: Pre-Construction/Construction

Enforcement Agency: Long Beach Development Services and Airport Bureau or City of Lakewood Community Development Department

Monitoring Agency: Long Beach Development Services or City of Lakewood Community Development Department

Action Indicating Compliance: Approval of site plan review/issuance of building permits

MM-V.A-6: All lighting shall comply with all applicable ALUP Safety Policies and FAA regulations. All projects shall meet the submittal requirements of FAR Part 77. The FAA confirmed in 2008 that the Revised Project is consistent with its Part 77 requirements.

Monitoring Phase: Pre-Construction

Enforcement Agency: Federal Aviation Administration

Monitoring Agency: City of Long Beach Airport Bureau and City of Lakewood Community Development Department

Action Indicating Compliance: Filing of Form 7460-1 with FAA

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

Monitoring Phase: Pre-Construction

Enforcement Agency: Long Beach Development Services or City of Lakewood Community Development Department

Monitoring Agency: Long Beach Development Services or City of Lakewood Community Development Department

Action Indicating Compliance: Approval of site plan review

MM-V.A-8: If located north of or along Cover Street, the electrical substation shall be low profile whereas if the substation is located south of and not fronting on Cover Street the equipment may be taller.

Monitoring Phase: Pre-Construction/Construction

Enforcement Agency: Long Beach Development Services

Monitoring Agency: Long Beach Development Services

Action Indicating Compliance: Approval of site plan review

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

Monitoring Phase: Pre-Construction/Construction

Enforcement Agency: Long Beach Development Services

Monitoring Agency: Long Beach Development Services

Action Indicating Compliance: Approval of site plan review/issuance of temporary or final certificate of occupancy, whichever comes first

MM-V.A-10: [This mitigation measure, originally set forth in the MMRP included in the Certified EIR and revised in the Addendum, has been completed.]

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

Monitoring Phase: Pre-Construction/Construction

Enforcement Agency: Long Beach Development Services and Airport Bureau or City of Lakewood Community Development Department

Monitoring Agency: Long Beach Development Services or City of Lakewood Community Development Department

Action Indicating Compliance: Approval of site plan review/issuance of building permits

MM-V.A-12: The south side of existing Building 1C shall be screened from views along Cover Street by an architectural facade. The remaining east, west and north sides of 1C shall also be screened to minimize views of the structure. This shall be accomplished with either an architectural facade similar to the south side of the building, with landscape screening using evergreen trees and shrubs in front of a tubular steel fence or with landscape screening using evergreen trees and shrubs.

Monitoring Phase: Pre-Construction/Construction
Enforcement Agency: Long Beach Development Services
Monitoring Agency: Long Beach Development Services
Action Indicating Compliance: Approval of site plan review/issuance of building permits

Air Quality

1. Construction

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

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

Monitoring Phase: Construction
Enforcement Agency: Long Beach Development Services and City of Lakewood Community Development Department
Monitoring Agency: Long Beach Development Services and City of Lakewood Community Development Department
Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction
Enforcement Agency: Long Beach Development Services and City of Lakewood Community Development Department
Monitoring Agency: City of Long Beach Development Services and Public Works Department and City of Lakewood Community Development Department

Action Indicating Compliance: Notes on grading plans/field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Notes on grading plans/field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

MM-V.B-5: Water three times daily or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

MM-V.B-6: Traffic speeds on all unpaved roads shall not exceed 20 mph.

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

2. Operation

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

(a) Service and Support Facilities (point sources)

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

Monitoring Phase: Operation

Enforcement Agency: South Coast Air Quality Management
District

Monitoring Agency: South Coast Air Quality Management District

Action Indicating Compliance: Operating permits

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

Monitoring Phase: Pre-Construction

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

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

Action Indicating Compliance: Approval of site plan review/ issuance of building permits/issuance of business license permits

(b) Natural Gas Consumption and Electricity Production

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

Monitoring Phase: Pre-Construction

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

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

Action Indicating Compliance: Issuance of building permits

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

Monitoring Phase: Pre-Construction

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

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

Action Indicating Compliance: Issuance of building permits

(c) Building Materials and Architectural Coatings

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

Monitoring Phase: Construction

Enforcement Agency: South Coast Air Quality Management District

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

Action Indicating Compliance: Field inspection

(d) Warehouse Uses

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

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

MM-V.B-22: Enforce truck parking restrictions;

MM-V.B-23: Restrict truck idling;

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

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

MM-V.B-26: Electrify auxiliary power units; and

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

Monitoring Phase: Pre-Construction/Operation

Enforcement Agency: South Coast Air Quality Management District

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

Action Indicating Compliance: Approval of site plan review/ issuance of building permits/issuance of business license permits

Cultural Resources

1. Archaeological Resources

Pedestrian Survey and Refinement to the ARS Map

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

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

[This mitigation measure as set forth in the MMRP included in the Certified EIR has already been completed for the site areas graded and recompacted.]

Monitoring Phase: After completion of demolition

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

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

Action Indicating Compliance: Preparation of a refined ARS Map

Testing Program

MM-V.C-2: The recommended testing program involves the systematic placement of mechanical probes across the Project site prior to any new construction. Backhoe trenches will be used as the primary method of probing. Trenches will be placed in areas that are clear of utility lines and where the probability of relatively shallow (less than 5 feet) archaeological deposits is indicated by the Archaeological Resources Sensitivity (ARS) Map. Alternate means of mechanical probing will be initiated only if backhoe trenching is deemed ineffective for a particular area. In these instances, continuous cores and/or auger cores will be used.

Table 1 below contains the percentage of area covered by each Sensitivity Class on the ARS map and the maximum number of probes proposed in the testing program. Only a handful of mechanical probes shall be placed in Sensitivity Class I areas, where the probability of encountering an intact archaeological deposit is quite low. These areas are highly disturbed and the presence of utility lines and other infrastructure dictate a cautious approach. This class accounts for roughly 11 percent of the entire Project site. The majority of the Project site, 74 percent, is classified as either Sensitivity Class II or III. Subsurface probes placed in these areas will assess the actual impacts from past construction activities and could result in their reclassification into a lower sensitivity class. Placement of the trenches will depend on particular stratigraphic data encountered, but it is expected that no less than one trench for every five acres will be required. This results in a total of roughly 40 trenches. The highest density of subsurface test probes will be placed in Sensitivity Class IV or V areas, where ten trenches will be placed in each class respectively.

[This mitigation measure as set forth in the MMRP included in the Certified EIR has already been completed for the site areas demolished.]

**TABLE 1
PROPOSED TESTING PROGRAM**

Sensitivity Class	Percentage of Project Site	Maximum Number of Probes
I	10.9	5
II and III	74.1	40
IV	11.6	10
V	3.5	10

Monitoring Phase: Pre-Construction (throughout testing program)

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

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

Action Indicating Compliance: Issuance of summary report with findings submitted to the Cities of Long Beach and Lakewood

Data Recovery Program

MM-V.C-3: If an archaeological resource is found during the mechanical probing program, a determination will be made regarding whether the resource can be avoided by the proposed development. If not, data recovery measures will commence. In this section, data recovery measures are specified for various types of archaeological resources to account for variability in site size, density and character. Should an archaeological resource be discovered, it will go through a three-phase data recovery program of fieldwork followed by laboratory analysis and reporting. The first phase of fieldwork will involve the definition of the archaeological site boundary and an evaluation of site integrity.

The objective of this phase is the characterization of the archaeological deposit, which will be accomplished through the hand excavation of a small number of test units. The second phase involves the mechanical excavation of the entire deposit area that will be impacted by construction activities. The careful removal of the site will allow archaeologists to recover important scientific information on formation processes and site function and to detect cultural features. The third phase of fieldwork will ensue if features are identified. All features will be hand excavated in their entirety. Fieldwork will be followed by

analysis of the recovered materials, the preparation of a technical report, and curation of all project-related materials.

Phase 1: Site Characterization

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

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

Prehistoric Sites

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

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

During Phase 1 data recovery of habitation sites, hand excavation of a sample of test units shall occur. In all cases, at least four test units will be excavated, with the maximum number of units not to exceed 10 percent of the area within the archaeological site boundaries. Excavation units will be placed according to trench profiles created during site boundary definition. Test units will be 1- by-1-m in size and excavated stratigraphically where possible. If natural or cultural strata are not evident, units will be excavated in arbitrary 10-cm levels. All materials will be screened through 1/8-inch mesh hardware cloth and collected separately. Photographs will be taken of selected units, and

profiles will be drawn of each unit. Appropriate paperwork will be filled out during the excavation to accurately track all artifacts, samples, and soil removed from the site. Geoarchaeological documentation will include description of soils and stratigraphy.

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

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

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

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

Historical-Period Sites

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

In the event that a historical-period feature is encountered, intact portions shall be defined and a sample of associated artifacts from undisturbed contexts shall be excavated. In the event that features such as privies or wells are encountered, at least half of the undisturbed deposit will be hand excavated according to the methods outlined below (see Phase 3: Feature Excavation). For features that

have no associated artifacts, such as fence posts, wall remnants, and water troughs, the feature shall be documented through photographs, notes, and drawings.

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

Phase 2: Mechanical Excavation

Once an archaeological site has been adequately characterized through the hand excavation of test pits, that portion of the site that will be destroyed by construction activities will be mechanically excavated. Using a tracked backhoe or similar equipment fitted with a flat blade, the archaeological deposit will be removed in 10-cm levels. The operation will be monitored by a professional archaeologist. Selected portions of the removed fill will be screened through 1/8-inch mesh hardware cloth; provenience of the screen material will be set to the site grid and elevation. Features, occupational surfaces, and activity areas will be flagged. Mechanical operations will cease at this point, and hand excavation will ensue (see below). Upon completion of feature excavation, mechanical excavation will resume in an attempt to discover additional features. Mechanical excavations will cease at the base of the archaeological deposit.

Phase 3: Feature Excavation

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

Excavated fill will be screened through 1/8-inch mesh hardware cloth. Paleobotanical and chronometric samples will be collected from appropriate contexts. All excavated features will be documented thoroughly with photographs, profiles, plan maps, and field notes. Provisions for the treatment of human remains in the event that they are discovered are detailed below.

Lab Sorting and Analysis

After completion of excavations of an archaeological resource, materials collected will be transported to a qualified archaeological laboratory. Maintaining data integrity and information retrieval are

primary goals of laboratory analysis. Toward this end, computerized inventories of artifacts and samples, provenience information, and storage boxes are maintained. Artifacts are generally cleaned and processed to the extent that attributes can be observed and recorded, without damaging the artifacts. Archival-quality storage materials are used for artifacts, photographs, and slides. Following processing and cataloging, materials are rebagged and checked out to the analysts for study.

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

Report Preparation

A professional report will be issued detailing the findings of archaeological data recovery. The report will consist of a Project background, description of field methods, results of archaeological investigations, a geomorphological evaluation, and management recommendations. All artifacts recovered from testing will be identified and analyzed, and appropriate chapters containing this information will also appear in the report. All project-related materials will be curated at a repository meeting the state standards.

[This mitigation measure as set forth in the MMRP included in the Certified EIR has already been completed for the site areas demolished.]

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Long Beach Development Services and City of Lakewood Community Development Department
Monitoring Agency:	Long Beach Development Services and City of Lakewood Community Development Department
Action Indicating Compliance:	Issuance of summary report with findings submitted to the Cities of Long Beach and Lakewood

Discovery of Native American Remains and Funerary Items

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

1. All work in the area will be halted.
2. The Los Angeles County Coroner will be contacted in accordance with Section 7050.5(b) of the California Health and Safety Code.
3. A representative from the coroner's office will come to the site and determine whether the remains are subject to the provisions of Section 27491 of the California Government Code or other related provisions of law concerning investigation of the circumstances, manner, and cause of death, as required by Section 7050.5(b) of the California Health and Safety Code. The coroner will make this determination within two working days of notification.
4. If the coroner determines that the remains are those of a Native American, Section 7050.5(b) of the California Health and Safety Code requires that the coroner contact the Native American Heritage Commission by telephone, at (916) 653-4082, within 24 hours.
5. The Native American Heritage Commission will proceed to contact the most likely descendant (MLD) and will coordinate the final disposition of the remains with the most appropriate local Native American representative, according to the provisions of Section 5097.98 of the California Public Resources Code.
6. Copies of all correspondence regarding the discovery of human remains will be included as a confidential appendix of the data recovery excavation report, to be provided to all parties but not circulated for public review.

[This mitigation measure as set forth in the MMRP included in the Certified EIR was not required to be implemented for the site areas demolished as no Native American remains were found. Although not anticipated to be necessary, this mitigation measure will apply to the Revised Project if native remains are found.]

Monitoring Phase: Pre-Construction and Construction

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

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

Action Indicating Compliance: If remains are encountered, preparation of the data recovery excavation report

Accidental Discovery

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

[This mitigation measure as set forth in the MMRP included in the Certified EIR was not required to be implemented for the site areas demolished as no archeological resources were found. Although not anticipated to be necessary, this mitigation measure will apply to the Revised Project if archeological resources are encountered.]

Monitoring Phase: Construction

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

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

Action Indicating Compliance: If remains are encountered, preparation of written report by archaeologist

2. Paleontological Resources

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

project paleontologist. The paleontologist shall be selected from a list of qualified paleontologists maintained by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County.

[This mitigation measure as set forth in the MMRP included in the Certified EIR was not required to be implemented for the site areas demolished as no paleontological resources were discovered. Although not anticipated to be necessary, this mitigation measure will apply to the Revised Project if paleontological resources are encountered.]

Monitoring Phase: Pre-Construction and Construction

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

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

Action Indicating Compliance: If remains are encountered, preparation of written approval from paleontologist

3. Historic Resources

Recordation

MM-V.C-7: **[This mitigation measure as set forth in the MMRP included in the Certified EIR has already been completed.]**

Educational and Interpretative Programs

MM-V.C-8: To assist the public in understanding the history of the Long Beach facility, an on-site interpretive program display or other photographic and textual representation shall be created and shall be available to the general public. This educational program should include information specific to the facility's contribution to the history of the aviation industry in southern California, the war (World War II) effort and the movement to use women workers on the Home Front (Rosie the Riveter), and in the development and substantial growth of the Long Beach and Lakewood areas. Such interpretive programs may be in the form of commemorative signage and/or plaques; historical photographs; models; and/or published information such as brochures, videos, electronic media, etc. Materials such as those in the interpretive exhibit

currently displayed at the Boeing Long Beach facility in the Boeing Realty Company Visitor's Center (Building 1) could be used to satisfy this mitigation measure, incorporated on-site into the overall design of the proposed project, and maintained regularly.

Monitoring Phase: Operation
Enforcement Agency: Long Beach Development Services
Monitoring Agency: Long Beach Development Services
Action Indicating Compliance: Implementation of education program and preparation of bi-annual reports by the Applicant

Geology and Soils

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

Monitoring Phase: Pre-Construction
Enforcement Agency: Long Beach Development Services and City of Lakewood Community Development Department
Monitoring Agency: Long Beach Development Services and City of Lakewood Community Development Department
Action Indicating Compliance: Issuance of building permits

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

Monitoring Phase: Pre-Construction
Enforcement Agency: City of Long Beach Development Services and Public Works Department and City of

Lakewood Community Development
Department

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

Action Indicating Compliance: Issuance of building permits

Hazards and Hazardous Materials

The FAA conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and Title 14 of the Code of Federal Aviation Regulations, Part 77, and determined that the Revised Project would not result in hazards relative to air navigation.

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

Monitoring Phase: Pre-Construction

Enforcement Agency: Los Angeles Regional Water Quality
Control Board

Monitoring Agency: Los Angeles Regional Water Quality
Control Board

Action Indicating Compliance: Confirmation provided with
approval of plans

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

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

- Develop and implement a consolidated Health and Safety Plan (HSP) for redevelopment construction workers that includes all required elements to assure worker protection in relation to soil and groundwater conditions on the Project site. Provide the RMP, including this HSP, to construction contractors and sub-contractors and require compliance with the HSP in all construction contracts that include work scopes likely to require contact with subsurface soils or groundwater.
- On EIAs for which there has been no LARWQCB Completion Notice as of the commencement of redevelopment construction activities, limit access with adequate fencing or other barriers to protect employees at Douglas Park. Identify and implement risk management measures within EIAs that are adjacent to or may otherwise affect completed redevelopment areas, including a routine inspection program to assure that such measures are being implemented.
- On EIAs for which groundwater or deeper-soil remediation work is planned or ongoing as of the commencement of constructing new buildings, identify and implement risk management measures for the management of impacted soils and groundwater, and for the installation and operation of remediation equipment and processes, that are fully protective of the health and safety of the public and Douglas Park employees, including a routine inspection program to assure that such measures are being implemented. At minimum, such measures shall include compliance with all applicable federal, state and local laws and regulations.
- Identify and implement risk management measures for managing demolition debris, including debris containing asbestos materials or lead-based paints, to assure are fully protective of the health and safety of the public and Douglas Park employees, including a routine inspection program to assure that such measures are being implemented. At minimum, such measures shall include compliance with all applicable federal, state and local laws and regulations.
- Identify and implement accident prevention and control measures for demolition and remediation activities, and for ongoing operations within the Boeing Enclave, that are protective of the health and safety of the public and Douglas Park employees, including a

routine inspection program to assure that such measures are being implemented. At minimum, such measures shall include compliance with all applicable federal, state and local laws and regulations.

- Identify and implement standards for imported soils and compaction materials to assure that such fill materials are fully protective of human health and the environment, and require contractors responsible for imported fill to meet these standards.
- Identify and implement Project design features that may be used to minimize impacts to ongoing or planned remediation work in Project area groundwater or soils, including, for example: (a) landscaping features that will not require excessive quantities of water thereby avoiding interference with groundwater areas requiring remediation; (b) building features that may minimize the potential for migration of soil vapors into occupied indoor areas; and (c) land plan elements that are consistent with planned longer-term remediation efforts.

[This mitigation measure as set forth in the MMRP included in the Certified EIR has been partially implemented. Specifically, an LARWQCB-approved Risk Management Plan has been prepared for the southern portion of the Project site.]

Monitoring Phase: Pre-Construction

Enforcement Agency: Los Angeles Regional Water Quality Control Board

Monitoring Agency: Los Angeles Regional Water Quality Control Board

Action Indicating Compliance: Approval of plans by Los Angeles Regional Water Quality Control Board

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

Monitoring Phase: Pre-Construction

Enforcement Agency: Federal Aviation Administration

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

Action Indicating Compliance: Issuance of building permits

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

Monitoring Phase: Pre-Construction

Enforcement Agency: Long Beach Airport

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

Action Indicating Compliance: Approval of a “through-the-fence” agreement

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

Monitoring Phase: Pre-Construction

Enforcement Agency: Airport Land Use Commission

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

Action Indicating Compliance: Approval of site plan review

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

- Provide street alignment and landscaping along the extended runway centerline;
- Locate automobile parking, in the commercial areas, adjacent to the extended runway centerline so as to reduce the building coverage in that area;
- Utilize construction that would limit small aircraft penetration in the Inner Safety Zone and Inner Turning Zones;

- Avoid concentrations of people near the extended runway centerline and runway end by locating elements such as streets, setbacks, parking, and landscaping, near the extended runway centerline and runway end;
- Avoid concentrations of people that are not shielded by a structure from aircraft penetration in the Inner Safety and Inner Turning zones by locating primarily buildings within the Inner Safety and Inner Turning zones rather than developing areas where people would congregate (i.e., amphitheaters, band stands); and
- Comply with the Federal Aviation Regulations, Part 77 height limits.

Monitoring Phase: Pre-Construction

Enforcement Agency: Long Beach Development Services

Monitoring Agency: Long Beach Development Services

Action Indicating Compliance: Approval of plans

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

- Provide street alignment and automobile parking to reduce land coverage in areas nearest the runway operating areas;
- Utilize construction that would limit small aircraft penetration in the Inner Safety Zone and Inner Turning Zone;
- Avoid concentrations of people that are not shielded by a structure from aircraft penetration in the Inner Safety Zone and Inner Turning Zones, by locating primarily buildings within the Inner Safety and Inner Turning zones rather than developing areas where people would congregate (i.e., amphitheaters, band stands); and
- Comply with the Federal Aviation Regulations, Part 77 height limits.

Monitoring Phase: Pre-Construction

Enforcement Agency: Long Beach Development Services

Monitoring Agency: Long Beach Development Services

Action Indicating Compliance: Approval of site plan review

Hydrology

MM-V.F-1: On-site drainage system improvements shall be completed in accordance with the requirements of the City of Long Beach Department of Public Works and the City of Lakewood Department of Public Works and shall be coordinated with Douglas Park development and on-site street improvements.

Monitoring Phase: Pre-Construction

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

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

Action Indicating Compliance: Approval of grading plans/ issuance of building permits/issuance of temporary or final certificate of occupancy, whichever comes first

MM-V.F-2: All new on-site storm drains shall be sized as shown in the Updated Drainage Study (January 2009) prepared by Kimley-Horn and Associates, Inc., or subsequent drainage studies approved by the City of Long Beach, based on the applicable requirements of the January 2006 edition of the Hydrology Manual of the County of Los Angeles. The City may require on-site storm drain systems for successor maps to be based on the latest edition of County's Hydrology Manual.

Monitoring Phase: Pre-Construction

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

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

Action Indicating Compliance: Approval of plans/issuance of building permits

Water Quality

MM-V.G-1: In accordance with the federal NPDES program, construction of the Douglas Park Project shall comply with NPDES permit requirements for water discharged during mass grading and backbone infrastructure construction activities. As part of these requirements, a SWPPP and monitoring plan have been developed and operates under the construction permit 419C315915.

Monitoring Phase: Pre-Construction

Enforcement Agency: Los Angeles Regional Water Quality Control Board

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

Action Indicating Compliance: Approval of plans/issuance and finalization of NPDES permits

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

Monitoring Phase: Pre-Construction

Enforcement Agency: Los Angeles Regional Water Quality Control Board

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

Action Indicating Compliance: Approval of plans/issuance and finalization of NPDES permits

MM-V.G-3: In accordance with LARWQCB requirements and local regulations, a Standard Urban Storm Water Mitigation Plan (SUSMP) (or separate SUSMPs) shall be developed and implemented during the operational life of the project. The SUSMP requirements shall include post

construction structural or treatment control BMPs designed to mitigate (treat) 90 percent of the average annual rainfall on-site to remove 80 percent of the average annual post development total suspended solid load. Part of the SUSMP requirements to be implemented shall include provisions for storm drain stenciling and signage,¹ the proper designation of outdoor material storage areas, and provisions for proof of ongoing BMP maintenance. For facilities located within the public right-of-way, a maintenance agreement between the applicant and the appropriate City shall be developed, and Covenants, Conditions, and Restrictions (CC&Rs) shall be developed for private water quality controls.

Monitoring Phase: Pre-Operation

Enforcement Agency: Los Angeles Regional Water Quality Control Board

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

Action Indicating Compliance: Issuance of certificates of occupancy/ recordation of CC&Rs when applicable

Land Use and Planning

MM-V.H-1: Uses within the Project site shall be limited to those set forth by the Planned Development-32 (PD-32) North and South Districts for the City of Long Beach portion of the site and by the M-2 Zone for the City of Lakewood portion of the site.

Monitoring Phase: Pre-Construction/Construction

Enforcement Agency: Long Beach Development Services or City of Lakewood Community Development Department

Monitoring Agency: Long Beach Development Services or City of Lakewood Community Development Department

¹ *With regard to stenciling, the City of Long Beach requires that the contractor/developer use the City's Standard Plan No. 636, "Catch Basin Stencil."*

Action Indicating Compliance: Approval of site plan review/
issuance of building permits/issuance of
business license permits

MM-V.H-2: Warehouse and distribution uses shall be limited to Subareas 3, 7, 8A and 8B as an accessory use within the City of Long Beach. Such uses shall be dependent upon the principal use for the majority of its use or activity.

Monitoring Phase: Pre-Construction/Construction

Enforcement Agency: Long Beach Development Services or City of Lakewood Community Development Department

Monitoring Agency: Long Beach Development Services or City of Lakewood Community Development Department

Action Indicating Compliance: Approval of site plan review/
issuance of building permits/issuance of
business license permits

MM-V.H-3: Amendments to the City of Long Beach Land Use Element and Map, Transportation Element, and Bicycle Master Plan, as well as the zoning for the site shall be approved concurrent with Revised Project approval.

Monitoring Phase: Concurrent with Revised Project approval

Enforcement Agency: Long Beach Development Services

Monitoring Agency: Long Beach Development Services

Action Indicating Compliance: Planning Commission and City Council approval of Revised Project

Noise

1. Construction

MM-V.I-1: In compliance with Section 8.80.202 of the LBMC, site preparation, grading, and construction within the City of Long Beach shall be limited to the hours of 7 A.M. and 7 P.M., Monday through Friday, 9 A.M. and 6 P.M. on Saturdays, and prohibited on Sundays.

Monitoring Phase: Construction

Enforcement Agency: Long Beach Development Services

Monitoring Agency: Long Beach Development Services

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

Enforcement Agency: City Lakewood Community Development Department

Monitoring Agency: City Lakewood Community Development Department

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field Inspection

MM-V.I-4: The project applicant shall provide a construction relations officer to serve as a liaison with surrounding communities.

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Designation of an officer

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

MM-V.I-6: Engine idling from construction equipment such as dozers and haul trucks shall be limited, to the extent feasible.

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Pre-Construction/Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field Inspection

MM-V.I-10: [This mitigation measure as set forth in the MMRP included in the Certified EIR is not applicable to the Revised Project.]

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

Monitoring Phase: Construction

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

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

Action Indicating Compliance: Field inspection

MM-V.I-12: Pile shields (i.e., sound blankets) shall be used where pile driving activities occur within 200 feet from the northern property boundary along Carson Street.

Monitoring Phase: Pre-Construction/Construction

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

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

Action Indicating Compliance: Field inspection

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

Monitoring Phase: Pre-Construction/Construction

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

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

Action Indicating Compliance: Approval of construction route by City of Long Beach Public Works prior to issuance of plan check approval/field inspection

2. Operation

MM-V.I-14: [This mitigation measure as set forth in the MMRP included in the Certified EIR is not applicable to the Revised Project.]

MM-V.I-15: All persons purchasing, leasing, or renting land or property within the Douglas Park development shall be required to sign an Acknowledgement of Notice of Airspace And Avigation Easement as provided in the Development Agreement for the project. The Acknowledgement of Notice of Airspace And Avigation Easement shall specify the portion of the property being purchased, or leased, or rented; shall disclose that an Airspace and Avigation Easement has been recorded against the property and is binding upon all persons owning, leasing or using the portion of the property being sold, leased, or rented; and disclose the fact that the subject property is in the immediate vicinity of the Airport; that there may be noise and other related impacts because of proximity to the Airport; that the proximity to the Airport may affect normal activities on, and the comfortable use and enjoyment of property; and that market value may be adversely affected. In addition, the Acknowledgment will contain an express acknowledgment by the purchaser, renter, or lessee that it is purchasing or leasing the specified portion of the property subject to a recorded Airspace And Avigation Easement and that, in so doing, it is waiving legal claims and rights which it might otherwise have with respect to the aviation activities permitted by the Easement.

Monitoring Phase: Operation
Enforcement Agency: Long Beach Development Services
Monitoring Agency: Long Beach Development Services
Action Indicating Compliance: Evidence of signed Acknowledgement

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

Monitoring Phase: Operation
Enforcement Agency: Long Beach Development Services and City of Lakewood Community Development Department
Monitoring Agency: Long Beach Development Services and City of Lakewood Community Development Department

Action Indicating Compliance: Field inspection

MM-V.I-17: [This mitigation measure as set forth in the MMRP included in the Certified EIR is not applicable to the Revised Project.]

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

Monitoring Phase: Operation

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

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

Action Indicating Compliance: Field inspection

MM-V.I-19: [This mitigation measure as set forth in the MMRP included in the Certified EIR is not applicable to the Revised Project.]

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

Monitoring Phase: Pre-Construction/Construction

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

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

Action Indicating Compliance: Field inspection

Police Protection

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

Monitoring Phase: Post-Construction

Enforcement Agency: City of Long Beach Police Department or City of Lakewood Community Development Department

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

Action Indicating Compliance: Receipt and approval of diagram by the Long Beach Police Department or the County Sheriff's Department

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

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

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

Monitoring Phase: Pre-Construction/Post-Construction

Enforcement Agency: Long Beach Development Services, City of Long Beach Police Department, or City of Lakewood Community Development Department

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

Action Indicating Compliance: Police approval of site plan review/issuance of temporary or final certificate of occupancy, whichever comes first, from the City of Long Beach or the City of Lakewood

Fire Protection and Emergency Medical Services

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

Monitoring Phase: Pre-Construction

Enforcement Agency: City of Long Beach Fire Department and Department of Development Services or City of Lakewood Department of Community Development

Monitoring Agency: City of Long Beach Fire Department or Los Angeles County Fire Department

Action Indicating Compliance: Issuance of building permits/ issuance of temporary or final certificate of occupancy, whichever comes first

Recreation

MM-V.K.4-1: The Applicant shall provide approximately 10 acres of community open space on-site in the form of Donald Douglas Plaza, Jansen Green, bike paths, an enhanced McGowen Street parkway, street gateways, mid-block pedestrian connections, and landscape buffers.

Monitoring Phase: Post-Construction /Construction

Enforcement Agency: Long Beach Development Services

Monitoring Agency: Long Beach Development Services

Action Indicating Compliance: Approval of site plan review/
issuance of certificate of occupancy

MM-V.K.4-1a: [This mitigation measure as set forth in the MMRP included in the Certified EIR is not applicable to the Revised Project.]

MM-V.K.4-1b: [This mitigation measure as set forth in the MMRP included in the Certified EIR is not applicable to the Revised Project.]

MM-V.K.4-1c: [This mitigation measure as set forth in the MMRP included in the Certified EIR is not applicable to the Revised Project.]

MM-V.K.4-2: [This mitigation measure as set forth in the MMRP included in the Certified EIR is not applicable to the Revised Project.]

Transportation/Circulation and Parking

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

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

and (8) Bellflower Boulevard, approximately from SR-91 to the San Diego Freeway (I-405).²

Monitoring Phase: Operation

Enforcement Agency: City of Long Beach Department of Public Works

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

Action Indicating Compliance: Installation of the system and acceptance by the agency or agencies with jurisdiction

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

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

² *The capacity of the signalized intersections along the eight arterials being implemented with the ATCS and supportive ITS measures were assumed to improve by ten percent, which is consistent with that experienced in other jurisdictions with ATCS/ITS programs, such as the Cities of Los Angeles, Pasadena, and Glendale. Signalized intersections in the study area not directly along the ATCS/ITS routes would also benefit and experience improved traffic flow overall due to ITS technology informing motorists of traffic conditions in the area. Motorists can use this information to seek better routes and thereby better balance traffic demand with capacity. It was assumed that this betterment is commensurate with an approximately three percent improvement in capacity at these other intersections.*

Corridors and Study Intersections	Corridor Trigger Value
o Lakewood Corridor (A):	1,081
- Lakewood Blvd./Carson St. (I/S #45; 1,081*)	
- Lakewood Blvd./Spring St. (I/S #78; 1,113*)	
- Lakewood Blvd./South St. (I/S #17; 1,332*)	
- Lakewood Blvd./Stearns St. (I/S #95; 1,499*)	
- Lakewood Blvd./Willow St. (I/S #89; 1,772*)	
o Bellflower/Spring Corridor	1,257
- Bellflower Blvd./Wardlow Rd. (I/S #68; 1,257*)	
- Bellflower Blvd./Spring St. (I/S #80; 3,559*)	
- Spring St./Clark Ave. (I/S #79; 3,866*)	
- Spring St./Cherry Ave. (I/S #74; 5,073*)	
o Carson Corridor (A)	1,449
- Carson St./Clark Ave. (I/S #47; 1,449*)	
- Carson St./Woodruff Ave. (I/S #49; 2,002*)	
- Carson St./Cherry Ave. (I/S #43; 2,183*)	
- Carson St./Palo Verde Ave. (I/S #50; 2,559*)	
o Paramount Corridor (A)	1,507
- Paramount Blvd./Del Amo Blvd. (I/S #31; 1,507*)	
o Redondo/Pacific Corridor	2,223
- Redondo Ave./Willow St. (I/S #88; 4,135*)	
- Redondo Ave./Spring St. (I/S #77; 4,403*)	
o Lakewood Corridor (B)	2,402
- Lakewood Blvd./Artesia Blvd. (I/S #13; 2,402*)	
- Lakewood Blvd./Candlewood St. (I/S #23; 3,307*)	
- Lakewood Blvd./Del Amo Blvd. (I/S #32; 3,766)	
- Wardlow Rd./Douglas Rd./Lakewood Blvd. (I/S #66; 4,584*)	
- Lakewood Blvd./Conant St. (I/S #60; 4,610*)	
o Del Amo Corridor	3,194
- Del Amo Blvd./Clark Ave. (I/S #33; 3,194*)	
- Del Amo Blvd./Woodruff St. (I/S #35; 3,194*)	
- Del Amo Blvd./Orange Ave. (I/S #29; 3,718*)	
- Del Amo Blvd./Palo Verde Ave. (I/S #36; 4,459*)	
o Carson Corridor (B)	3,981
- Carson St./Los Coyotes Diagonal (#51; 3,981*)	
- Carson St./605 Fwy. SB Off-Ramp (#52; 4,646*)	
- Carson St./Paramount Blvd. (#44; 4,891*)	
o Atlantic Corridor	4,459
- Atlantic Ave./Carson St. (I/S #41; 4,459*)	
- Wardlow Rd./Atlantic Ave. (I/S #63; 4,850*)	

* Individual intersection (I/S) trigger value.

The following alternative traffic flow enhancements will be completed if approved and accepted by the appropriate governing jurisdiction by or before 2,265 peak hour trips are generated from the development:

- Paramount Boulevard & Alondra Boulevard (City of Paramount): Upgrade the traffic controller and software to provide for enhanced peak period traffic management capabilities through the implementation of an automatic split adjustment algorithm.
- Norwalk Boulevard & Carson Street (City of Hawaiian Gardens): Upgrade the intersection to provide right-turn overlap operation for westbound, eastbound, and northbound traffic.

Monitoring Phase: Operation

Enforcement Agency: City of Long Beach Department of Public Works

Monitoring Agency: City of Long Beach Department of Public Works, City of Lakewood, City of Hawaiian Gardens, City of Paramount, and Caltrans

Action Indicating Compliance: Installation of the system and acceptance by the agency or agencies with jurisdiction

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

- Trigger Value: 1,081 peak-hour trips

Monitoring Phase: Operation

Enforcement Agency: City of Long Beach Department of Public Works

Monitoring Agency: City of Long Beach Department of Public Works

Action Indicating Compliance: Installation of the system and acceptance by the agency or agencies with jurisdiction

Intersection Improvements

MM-V.L-4: Del Amo Boulevard and Lakewood Boulevard (Intersection 32, Cities of Lakewood and Long Beach): Widen on the east and west sides of the north leg of Lakewood Boulevard; remove the nose islands and modify the remaining raised islands on the north and south legs; and restripe the north and south legs to provide a second southbound left-turn and three through lanes in each direction on Lakewood Boulevard.

- o Trigger Value: 891 peak-hour trips

Monitoring Phase: Construction/Post-Construction

Enforcement Agency: City of Long Beach Department of Public Works

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

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

MM-V.L-5: Carson Street and Paramount Boulevard (Intersection 44, City of Lakewood): Widen on the east side of the south leg of Paramount Boulevard; modify and shift the raised island on the north leg; remove the raised island on the south leg; and restripe the north and south legs to provide a northbound right-turn-only lane on Paramount Boulevard.

- o Trigger Value: 618 peak-hour trips

Monitoring Phase: Construction/Post-Construction

Enforcement Agency: City of Long Beach Department of Public Works

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

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

MM-V.L-6: [This mitigation measure, originally set forth in the MMRP included in the Certified EIR and revised in the Addendum, has been completed.]

MM-V.L-7: [This mitigation measure as set forth in the MMRP included in the Certified EIR has been completed.]

MM-V.L-8: Cover Street and Paramount Boulevard (Intersection 56, City of Lakewood); Cover Street from Paramount Boulevard to Industry Avenue (Cities of Long Beach and Lakewood): Construct and stripe the east leg of Cover Street approaching Paramount Boulevard to provide two through lanes and a in each direction and a separated bike path easterly of Paramount Boulevard.

Restripe Paramount Boulevard north of Cover Street to provide one southbound left-turn lane onto eastbound Cover Street, two southbound right-turn-only lanes onto westbound, Cover Street, and two northbound through lanes.

Reconstruct Cover Street, as necessary, from Paramount Boulevard to Industry Avenue, remove the raised median island, and restripe to provide modified left-turn channelization and two through lanes and a bike lane in each direction.

Restripe Industry Avenue between Cover Street and Bixby Road direction to provide one northbound left-turn lane onto westbound Cover Street, one northbound right-turn-only lane onto eastbound Cover Street, and one southbound through lane.

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

- o Trigger Value: Pursuant to Section 2.4.2(c) of Development Agreement.

Monitoring Phase: Construction/Post-Construction

Enforcement Agency: City of Long Beach Department of Public Works

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

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

MM-V.L-9: [This mitigation measure has been replaced with Mitigation Measure V.L-14.]

MM-V.L-10: [This mitigation measure, originally set forth in the MMRP included in the Certified EIR and revised in the Addendum, has been completed.]

MM-V.L-11: [This mitigation measure, originally set forth in the MMRP included in the Certified EIR and revised in the Addendum, has been completed.]

MM-V.L-12: Douglas Center Drive/McGowen Street and Lakewood Boulevard (Intersection 105, City of Long Beach): Construct McGowen Street as a fully improved public street with a curb-to-curb width of no less than 36 feet, exclusive of any raised median, between proposed Worsham Avenue and Lakewood Boulevard; modify the raised island on Lakewood Boulevard for left-turn channelization; and restripe to provide a northbound left-turn lane accessing McGowen Street. Modify the existing traffic signal at Douglas Center Drive as necessary to control this expanded intersection.

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

- o Trigger Value: Certificate of occupancy for first Project building along McGowen Street between Worsham Avenue and Lakewood Boulevard

Monitoring Phase: Construction/Post-Construction

Enforcement Agency: City of Long Beach Department of Public Works

Monitoring Agency: City of Long Beach Department of Public Works

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

MM-V.L-13: [This mitigation measure, originally set forth in the MMRP included in the Certified EIR and revised in the Addendum, has been completed.]

MM-V.L-14: Cover Street and Cherry Avenue (Intersection 108, Cities of Long Beach and Lakewood); Cover Street from Cherry Avenue to Industry Avenue (Cities of Long Beach and Lakewood): Widen on the north side of Cover Street from Cherry Avenue to Industry Avenue; remove the raised median island on Cherry Avenue opposite Cover Street; and

remove on-street parking on the east side of Cherry Avenue south of Cover Street (up to approximately 3 spaces) and on both sides of Cover Street east of Cherry Avenue (up to approximately 24 spaces). Restripe Cherry Avenue to provide a southbound left-turn lane and a northbound right-turn only lane onto eastbound Cover Street.

Restripe Cover Street to provide two westbound left-turn lanes onto southbound Cherry Avenue, one westbound right-turn-only lane onto northbound Cherry Avenue, one eastbound through lane, and one eastbound right-turn-only lane onto southbound Industry Avenue.

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

- o Trigger Value: Construction of Mitigation Measure V.L-8 above

Monitoring Phase: Construction/Post-Construction

Enforcement Agency: City of Long Beach Department of Public Works

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

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

MM-V.L-15: [This mitigation measure, originally set forth in the MMRP included in the Certified EIR and revised in the Addendum, has been completed.]

Project Transportation Demand Management (TDM) Program

MM-V.L-16: Prior to the issuance of the first building permit for any Office Park (“Commercial District”) use, the Applicant shall submit for City approval a Transportation Demand Management (TDM) Program. The TDM Program shall be designed to achieve a 20 percent reduction in P.M. peak-hour trips generated by the Office Park (“Commercial District”) uses. The employee commute mode choice shall be annually monitored and the TDM Program adjusted, if necessary, to achieve a 20 percent trip reduction. The City shall determine, based on actual performance, whether the TDM Program will reasonably achieve a 20 percent reduction in P.M. peak-hour trips. The City shall not issue building permits for Office Park (“Commercial District”) uses beyond 3,000,000 square feet, except to the degree to which actual reductions have been

achieved and subject to any adjustments for equivalency conversion between uses. The following formula shall be used for this determination:

Allowable Office Park ("Comm. Distr.") Building Area = (80 percent x 3,750,000 gsf) + (percent actual trip reduction achieved x 3,750,000 gsf)

The issuance of building permits for Office Park ("Commercial District") uses shall be subject to the limitation that the Office Park ("Commercial District") building area shall not exceed 3,750,000 gross square feet unless other uses are reduced in size by the equivalency procedures. In the event that the equivalency procedures are used, the 3,750,000 gross square-foot limits described above shall all be adjusted accordingly.

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

- On-Site Employee Transportation Coordinator (ETC) – The ETC would be a full-time position. The ETC would be responsible for maintaining the transportation displays and providing services such as on-site monthly transit pass sales, assistance with carpool/vanpool matching, oversight of the carpool/vanpool program and other ridesharing related services. The ETC would also coordinate resources and ideas with other transportation management organizations.
- On-Site Transportation Management Office – This facility would be a dedicated office for the ETC and any support personnel. It would serve as a tangible focal point for the TDM program. The location and contact number of this office would be well publicized so that employees could conveniently call or come in for assistance.
- Preferential Parking Management – The ETC would oversee a preferred employee carpool/vanpool parking program. This program would assign preferential parking spaces (i.e., the more desirable and convenient spaces) to eligible employee carpools and vanpools, and monitor the use of the identified spaces to ensure that they are being properly used.
- Carpool/Vanpool Matching – A ride matching service would be made available to help employees seek carpool and vanpool partners. The ETC would facilitate employee ride matching, with the primary emphasis on matching project employees with one

another. The availability of this service would be advertised on on-site transportation displays.

- Vanpool Start-Up Assistance – The ETC would assist employers or employees attempting to initiate vanpool service at the project. This assistance could include research of van leasing arrangements, research of applicable tax credits, increased marketing activity and developing vanpool routes.
- Vanpool Staging Areas – Special vanpool passenger loading/unloading areas would be established at one or more locations on-site. This incentive would make it more convenient and safer for commuters to load and unload their vanpools outside the normal flow of traffic.
- On-Site Transit Pass Sales – Monthly LBT, joint LBT/MTA, and MTA passes would be available for purchase through the on-site transportation management office (TMO).
- Centralized Information Board – A centralized bulletin board or kiosk with information on alternative transportation modes, including transit, would be provided on-site.
- New Business/Employee Commuter Benefits/Flier Packet – The ETC would prepare fliers and/or packets outlining key TDM amenities and services that are made available by the project in support of alternative transportation modes. The fliers/packets would be distributed to employers for their dissemination to employees.
- Guaranteed Ride Home Program – This program would provide the means to those employees who carpool, vanpool, bus or bicycle to work to have a guaranteed ride home in the event of an emergency or unexpected overtime.
- Compressed Work Week Schedule - Implement compressed work week schedules where weekly work hours are compressed into fewer than five days.
- Other Marketing – The annual state- and regional-level events of California Rideshare Week and Southern California Bike-to-Work Day would be advertised and potentially used as the setting for a site-specific marketing event or transportation fair.
- Shuttle System – This shuttle system would be implemented through a joint arrangement with the City of Long Beach and/or

Long Beach Transit, whereby the project would supply the shuttle vehicles and other capital needed to operate the service, and the City agencies would operate the service. It is anticipated that the shuttle system would provide limited stop service to the Metro Blue Line and intersecting bus lines that are en route during the morning and afternoon commute periods, and would operate as a free project circulator during non-commute periods to provide an alternative to walking or short driving trips within the Douglas Park site.

- Fleet Vehicles - Develop a program to minimize the use of fleet vehicles during smog alerts for businesses not subject to Rule 2202 or Regulation XII.
- o Trigger Value: First Project building permit for Office Park (“Commercial District”) use

Monitoring Phase: Pre-Construction/Operation

Enforcement Agency: City of Long Beach Department of Public Works and Long Beach Development Services

Monitoring Agency: City of Long Beach Department of Public Works

Action Indicating Compliance: Issuance of building permits/ annual submittal of trip monitoring and TDM reports prepared by Applicant approval of TDM report by City Traffic Engineer

Regional Transportation Improvements

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

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

Monitoring Phase: Pre-Construction/Construction

Enforcement Agency: California Department of Transportation

Monitoring Agency: California Department of Transportation

Action Indicating Compliance: Caltrans acceptance of improvements

Residential Street Measures

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

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

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

Monitoring Phase: Pre-Construction/Construction

Enforcement Agency: City of Long Beach Department of Public Works

Monitoring Agency: City of Long Beach Department of Public Works

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

Public Transit Measures/Improvements

MM-V.L-19: The Applicant shall consult with Long Beach Transit (LBT) to address the projects anticipated transit demand needs.

Monitoring Phase: Pre-Construction

Enforcement Agency: Long Beach Transit

Monitoring Agency: City of Long Beach Department of Public Works

Action Indicating Compliance: Documentation from LBT acknowledging actions of Applicant to address transit needs/issuance of Public Works Letter of Acceptance

Bicycle Facility Improvements

MM-V.L-20: In keeping with the intent of the Long Beach Bicycle Master Plan, the project will continue to provide a Class I bike lane within the Carson Street parkway adjacent to the site and will provide a Class I bike lane that extends through the project site south from Carson Street along Brizendine Avenue and down McGowen Street to Cover Street. Class II bike lanes will be provided on Cover Street, Conant Street and Heinemann Avenue subject to approval by the City of Long Beach Traffic Engineer. All other public street portions within Vesting Tentative Tract Map No. 70937 shall be designed as Class III bicycle route capable.

o Trigger Value: Pursuant to Development Agreement schedule

Monitoring Phase: Construction

Enforcement Agency: City of Long Beach Department of Public Works and Long Beach Development Services

Monitoring Agency: City of Long Beach Department of Public Works and Long Beach Development Services

Action Indicating Compliance: Documentation by Applicant showing that improvements have been suitably guaranteed, such as through bonding/satisfactory verification of completion from the City of Long Beach Traffic Engineer

Parking Measure

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

Monitoring Phase: Pre-Construction

Enforcement Agency: City of Long Beach Departments of Public Works and Long Beach Development Services

Monitoring Agency: City of Long Beach Departments of Public Works and Long Beach Development Services

Action Indicating Compliance: Approval of shared parking analysis by the City of Long Beach Traffic Engineer/approval of site plan review

Water

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

Monitoring Phase: Pre-Construction

Enforcement Agency: Long Beach Water Department, Lakewood Department of Water Resources, Long Beach Fire Department, and County of Los Angeles Fire Prevention Division, Engineering and Building Plan Check Unit

Monitoring Agency: Long Beach Water Department, Lakewood Department of Water Resources, Long Beach Fire Department, and County of Los Angeles Fire Prevention Division, Engineering and Building Plan Check Unit

Action Indicating Compliance: Approval of plans by the Water Department

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

Monitoring Phase: Pre-Construction

Enforcement Agency: Long Beach Water Department and Lakewood Department of Water Resources

Monitoring Agency: Long Beach Water Department and Lakewood Department of Water Resources

Action Indicating Compliance: Approval of plans by the Water Department

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

Monitoring Phase: Pre-Construction

Enforcement Agency: Long Beach Water Department

Monitoring Agency: Long Beach Water Department

Action Indicating Compliance: Approval of plans by the Water Department/issuance of building permits

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

Monitoring Phase: Pre-Construction

Enforcement Agency:	Long Beach Water Department and Development Services and Lakewood Department of Water Resources
Monitoring Agency:	Long Beach Water Department and Lakewood Department of Water Resources
Action Indicating Compliance:	Approval of site plan review/issuance of building permits

Sewer

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

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Long Beach Water Department and Los Angeles County Sanitation Department
Monitoring Agency:	Long Beach Water Department and Los Angeles County Sanitation Department
Action Indicating Compliance:	City of Long Beach Public Works and Water Department approval of plans/issuance of building permits

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

Monitoring Phase:	Pre-Construction/Post-Construction
Enforcement Agency:	City of Long Beach Development Services and Water Department and Los Angeles County Department of Public Works

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

Action Indicating Compliance: Approval of site plan review/ issuance of building permits/issuance of business license permits

Solid Waste

MM-V.M.3-1: The allocation of adequate storage space for the collection and loading of recyclable materials shall be included in the design of buildings and waste collection points throughout the Douglas Park site to encourage recycling. Recycling shall be provided for commercial and light industrial developments.

Monitoring Phase: Pre-Construction/Post-Construction

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

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

Action Indicating Compliance: Approval of site plan review/issuance of building permits and issuance of temporary or final certificate of occupancy, whichever comes first, from the City of Long Beach or the City of Lakewood

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

Monitoring Phase: Operation of the commercial use

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

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

Action Indicating Compliance: Approval of program prior to issuance of temporary or final certificate of occupancy, whichever comes first

Energy

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

Monitoring Phase: Construction

Enforcement Agency: Southern California Edison and Long Beach Energy, City of Long Beach Department of Public Works and Development Services

Monitoring Agency: Southern California Edison and Long Beach Energy, City of Long Beach Department of Public Works and Development Services

Action Indicating Compliance: Approval of utility plans by Southern California Edison/issuance of final acceptance letter by the City Engineer

MM-V.M.4-2: During project development, the project Applicant shall coordinate with Southern California Edison to construct a new electric substation on-site or ensure that adequate infrastructure capacity is otherwise provided. The precise location of the substation shall be determined based on input from Southern California Edison. Refer to Figure 3 of the PD-32 North Design Guidelines for an illustration of the proposed area for the substation.

Monitoring Phase: Construction

Enforcement Agency: Southern California Edison

Monitoring Agency: Southern California Edison

Action Indicating Compliance: Confirmation by Southern California Edison

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

Monitoring Phase: Construction

Enforcement Agency: Long Beach Energy

Monitoring Agency: Long Beach Energy

Action Indicating Compliance: Approval of utility plans