Pacific Pointe West Project

Initial Study/
Mitigated Negative Declaration

Prepared for
City of Lakewood

April 28, 2022

appliedplanning inc

Pacific Pointe West Project

Initial Study and Mitigated Negative Declaration

Prepared for:

City of Lakewood
5050 Clark Avenue
Lakewood, CA 90712

Prepared by:

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April 28, 2022

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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study/Mitigated Negative Declaration (IS/MND) addresses potential environmental impacts associated with construction and operation of the proposed Pacific Pointe West Project (Project). The Project proposes construction and operation of up to approximately 375,000 square feet of light industrial uses within an approximately 20.65-acre site (gross). The Project site is located at the southwest corner of the intersection of Conant Street (N - S) at Cover Street (E - W), in the southwestern portion of the City of Lakewood.

Under the current Project Site Plan Concept, the Project uses would be configured as two buildings, referred to herein as Buildings "26" and "27." Building 26 would comprise approximately 223,000 square feet within an approximately 12.84-acre parcel. Building 27 would comprise approximately 152,000 square feet within an approximately 7.81-acre parcel. The Project buildings would accommodate a mix of transload/short-term storage warehouse; light industrial, and refrigerated warehouse uses. For the purposes of analysis, the following occupancy/use characteristics are assumed:

- Approximately 85 percent of the total building area, or 318,750 square feet would comprise transload/short-term storage warehouse uses;
- Approximately 5 percent of the total building area, or 18,750 square feet would comprise general light industrial uses; and
- Approximately 10 percent of the total building area, or 37,500 square feet, would comprise refrigerated warehouse uses;
- The Project will be complete and fully operational by 2023, the Project Opening Year;
- The Project will be open and operational year-round, 24 hours per day, 7 days per week;

- Unless otherwise noted herein, all Project operations would occur internal to the Project main buildings;
- Project operations would also include on-site cargo handling. The most common type of cargo handling equipment is the yard truck designed for moving cargo containers. Yard trucks are also known as yard goats, utility tractors (UTRs), hustlers, yard hostlers, and yard tractors. Any yard trucks based at the Project site would be non-diesel (e.g., gasoline and/or electric-powered);
- Project tenants are not yet known, and the number of jobs that the Project would generate cannot therefore be precisely determined. Employment factors developed by the Southern California Association of Governments (SCAG) indicate that the Project uses would provide approximately 344 full-time jobs.

This IS/MND was prepared pursuant to *CEQA Guidelines* Section 15070 et seq. *CEQA Guidelines* Article 6[1] discusses the Mitigated Negative Declaration Process, which is applicable to the Project. Article 6 states in pertinent part:

> "A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:
>
> (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
>
> (b) The initial study identified potentially significant effects, but:
>
> (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects

[1] Title 14. California Code of Regulations, Chapter 3. *Guidelines for Implementation of the California Environmental Quality Act*, Article 6. *Negative Declaration Process*.

or mitigate the effects to a point where clearly no significant effects would occur, and

(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment."

Although this IS/MND was prepared with consultant support, all analysis, conclusions, findings and determinations presented in the IS/MND fully represent the independent judgment and position of the City of Lakewood (City), acting as Lead Agency under CEQA. In accordance with the provisions of CEQA, as the Lead Agency, the City is solely responsible for approval of the Project. As part of the decision-making process, the City is required to review and consider the Project's potential environmental effects.

The analysis presented herein substantiates that the Project may result in or cause potentially significant effects. However, compliance with existing policies, plans and regulations, revisions to the Project plans, together with design features and mitigation measures incorporated in the proposal would avoid the potentially significant effects or mitigate the effects to levels that would be less-than-significant. The City has therefore determined that a Mitigated Negative Declaration is appropriate for the Project.

This IS/MND is intended to be an informational document, providing the City's decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from implementation of the proposed Project.

1.2 DOCUMENT ORGANIZATION

This IS/MND includes the following sections.

- Introduction: This Section (1.0) describes the format of the IS/MND and provides summary findings of the environmental analysis.

- Project Description: This Section (2.0) describes the Project and its objectives and outlines the existing regulations that will affect development of the Project.

- Environmental Assessment/Initial Study: This Section (3.0) presents the Project Environmental Assessment/Initial Study Checklist and responses to topical environmental questions posed within the Checklist. Within the IS Checklist, answers provided are substantiated qualitatively in all instances, and quantitatively where appropriate. Under topical issues where the Project would have no impact or impacts would be less-than-significant, no mitigation is required. In instances where impacts are determined to be "less-than-significant with mitigation incorporated," mitigation measures are proposed that would reduce potentially significant environmental impacts to levels that would be less-than-significant.

- Determination: This Section (4.0) addresses mandatory findings of impact significance and presents the determination regarding the appropriate environmental document for the Project.

- Mitigation Monitoring Plan: This Section (5.0) presents the Project Mitigation Monitoring Plan (MMP). The MMP lists proposed mitigation measures; identifies mitigation timing; and assigns parties responsible for the implementing and monitoring of mitigation measures.

1.3 INTENDED USE OF THIS IS/MND

The City is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for consideration of Project discretionary actions and associated permitting. As the Lead Agency, the City is also responsible for analyzing the Project's potential environmental impacts.

The Lead Agency will use this IS/MND in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Project. This IS/MND may also be used by various Responsible Agencies, e.g., Air Quality

Management District(s), Regional Water Quality Control Board(s), *et al*.; as well as utilities and service providers when such entities issue discretionary permits necessary to carry out the Project. For example, if this Project would require discretionary permits from the South Coast Air Quality Management District (SCAQMD), this IS/MND would serve as the environmental assessment for such permits (please refer to CEQA *Guidelines*, Section 15050).

In employing this IS/MND, the City and other agencies need to recognize that Project plans and development concepts identified herein are just that – plans and concepts that are subject to refinement as the Project is further defined. Acknowledging the potential for these future minor alterations to the Project, this IS/MND in all instances evaluates maximum impact scenarios that would likely account for these minor alterations. Should future development proposals differ substantially from the development concepts analyzed herein, the Lead Agency would comply with CEQA in consideration of those proposals.

1.4 DISPOSITION OF THIS DOCUMENT

This IS/MND will be circulated by the City for a minimum of 20 days, to allow for public and agency review. Comments received on the IS/MND will be considered by the City in their review of the Project. The public is encouraged to contact the City for questions regarding the CEQA process and the Project. Comments on the IS/MND may be sent to:

City of Lakewood
Planning Department, Attention: Paul Kuykendall
5050 Clark Avenue
Lakewood, CA 90712

2.0 PROJECT DESCRIPTION

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2.1 OVERVIEW

The Pacific Pointe West Project (Project) proposes construction and operation of up to approximately 375,000 square feet of light industrial uses within an approximately 20.65-acre site (gross). Under the current Project Site Plan Concept, the Project uses would be configured as two buildings, referred to herein as Buildings "26" and "27." Building 26 would comprise approximately 223,000 square feet within an approximately 12.84-acre parcel. Building 27 would comprise approximately 152,000 square feet within an approximately 7.81-acre parcel. The Project site is located at the southwest corner of the intersection of Conant Street (N - S) at Cover Street (E - W), in the southwestern portion of the City of Lakewood. Please refer to Figure 2.1-1, *Project Location*.

The Project buildings would accommodate a mix of transload/short-term storage warehouse; light industrial, and refrigerated warehouse uses. For the purposes of analysis, the following occupancy/use characteristics are assumed:

- Approximately 85 percent of the total building area, or 318,750 square feet would comprise transload/short-term storage warehouse uses;
- Approximately 5 percent of the total building area, or 18,750 square feet would comprise general light industrial uses; and
- Approximately 10 percent of the total building area, or 37,500 square feet, would comprise refrigerated warehouse uses;
- The Project will be complete and fully operational by 2023, the Project Opening Year;
- The Project will be open and operational year-round, 24 hours per day, 7 days per week;

- Unless otherwise noted herein, all Project operations would occur internal to the Project main buildings;
- Project operations would also include on-site cargo handling. The most common type of cargo handling equipment is the yard truck designed for moving cargo containers. Yard trucks are also known as yard goats, utility tractors (UTRs), hustlers, yard hostlers, and yard tractors. Any yard trucks based at the Project site would be non-diesel (e.g., gasoline and/or electric-powered);
- Project tenants are not yet known, and the number of jobs that the Project would generate cannot therefore be precisely determined. However, based on employment data available from the Southern California Association of Governments (SCAG), the Project would generate an estimated 344 full-time jobs.

2.2 EXISTING LAND USES

Existing land uses are illustrated at Figure 2.2-1 and are described below.

- **Project Site:** The Project site was previously used as a vehicle parking/holding area. Former paved/asphalt surfaces within the Project site have been demolished, and the resulting crushed pavement and asphalt are currently stockpiled within the Project site.

- **North/Northwest:** Cover Street comprises the northern Project site boundary. Directly north of the Project site, across Cover Street, is the Lakewood Country Club and Golf Course. Properties northwest of the Project site are developed with light industrial/warehouse uses.

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 2.1-1
Project Location

Source: Google Earth; Applied Planning, Inc.

Figure 2.2-1
Existing Land Uses

- **South/Southwest:** City of Long Beach Municipal Airport properties abut the Project site to the south/southwest.

- **East:** Conant Street comprises the eastern Project site boundary, and at this location is the shared City of Lakewood/City of Long Beach municipal boundary. East of the Project site, across Conant Street, are proposed City of Long Beach light industrial uses that would be developed as part of the City of Long Beach Douglas Park Project.

2.3 EXISTING LAND USE DESIGNATIONS

2.3.1 General Plan Land Use Designations

The City of Lakewood General Plan (General Plan) guides land use and planning throughout the City of Lakewood (City). The General Plan establishes policies and land use plans applicable to all City properties. As summarized in the City's 2020 General Plan Annual Progress Report, "[t]he focus of the [General Plan] Land Use Element is to preserve and enhance Lakewood's desirable residential character while providing a commercial component for the convenience and enjoyment of residents. Lakewood is primarily a 'bedroom community' with most of its land devoted to residential uses and only a very small percentage of land area zoned for commercial, industrial, and other land uses. Lakewood is approximately 99% built-out" (Annual Progress Report, p. 2).

Existing General Plan Land Use designation of the Project site is "Industrial."[1] The Project uses are allowed under the site's existing Industrial General Plan Land Use designation. The Project does not propose or require a General Plan Amendment affecting the Project site or any off-site City of Lakewood properties.

[1] The shared City of Lakewood/City of Long Beach Boundary diverges from the alignment of Conant Street at the southeasterly limits of the Project site. As a result, the extreme southeasterly portion of the Project site (approximately 2.5 acres) technically lies within the City of Long Beach. No structures will be constructed in this portion of the Project site. Improvements in this area would be limited to access/roadway improvements, parking, and landscaping.

2.3.2 Zoning Designations

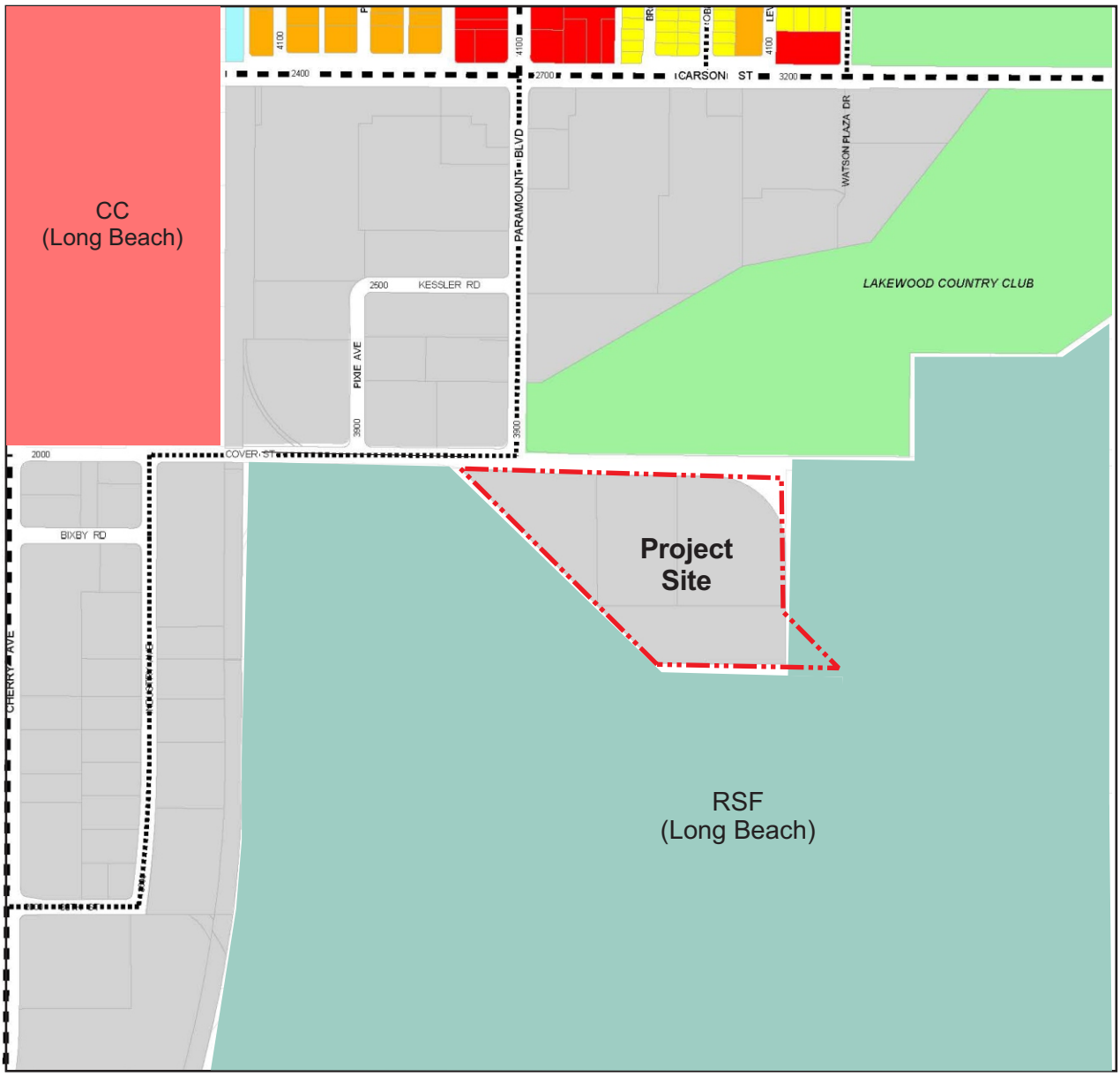
The City of Lakewood Zoning Ordinance (Municipal Code Chapter 3) implements the General Plan Land Use Plan in a manner that promotes compatible land use relationships and minimizes potential land use conflicts. The Zoning Ordinance establishes various Zoning Districts and intent of each District, identifies a range of uses that are permitted or conditionally permitted within each District, and articulates procedures and development standards that regulate land uses and development within each District. Existing Zoning designation of the Project site is "Heavy Manufacturing" (M-2). The Project uses are permitted or conditionally permitted under the site's existing Heavy Manufacturing Zoning designation. The Project does not propose or require any Zoning Amendment affecting the Project site or any off-site City of Lakewood properties.

General Plan Land Use Designations and Zoning Designations of the Project site and adjacent properties are summarized at Table 2.3-1. General Plan Land Use Designations are illustrated at Figure 2.3-1. Zoning designations are presented at Figure 2.3-2.

Table 2.3-1
General Plan Land Use Designations

	General Plan Land Use Designations	**Zoning Designations**
Project Site	City of Lakewood "Industrial"	City of Lakewood "Heavy Manufacturing"
North/Northwest (across Cover Street)	City of Lakewood "Open Space" and "Industrial"	City of Lakewood "Open Space Land" and "Heavy Manufacturing"
South/Southwest	City of Long Beach "Regional Serving Facility" (RSF)	City of Long Beach "Industrial" (IG)
East (across Conant Street)	City of Long Beach "Regional Serving Facility" (RSF)	City of Long Beach PD-32 "Douglas Park"

Sources: City of Lakewood General Plan; City of Long Beach General Plan; City of Lakewood Zoning Map; City of Long Beach Zoning Map.



Lakewood GP:

- Commercial
- Industrial
- Low Density Residential
- Medium / High Density Residential
- Open Space
- Public / Quasi-Public

Long Beach GP:

- CC, Community Commercial
- RSF, Regional Serving Facility

N

NOT TO SCALE

Source: City of Lakewood; City of Long Beach; Applied Planning, Inc.

Note: The shared City of Lakewood/City of Long Beach Boundary diverges from the alignment of Conant Street at the southeasterly limits of the Project site. As a result, the extreme southeasterly portion of the Project site (approximately 2.5 acres) technically lies within the City of Long Beach. No structures will be constructed in this portion of the Project site. Improvements in this area would be limited to access/roadway improvements, parking, and landscaping.

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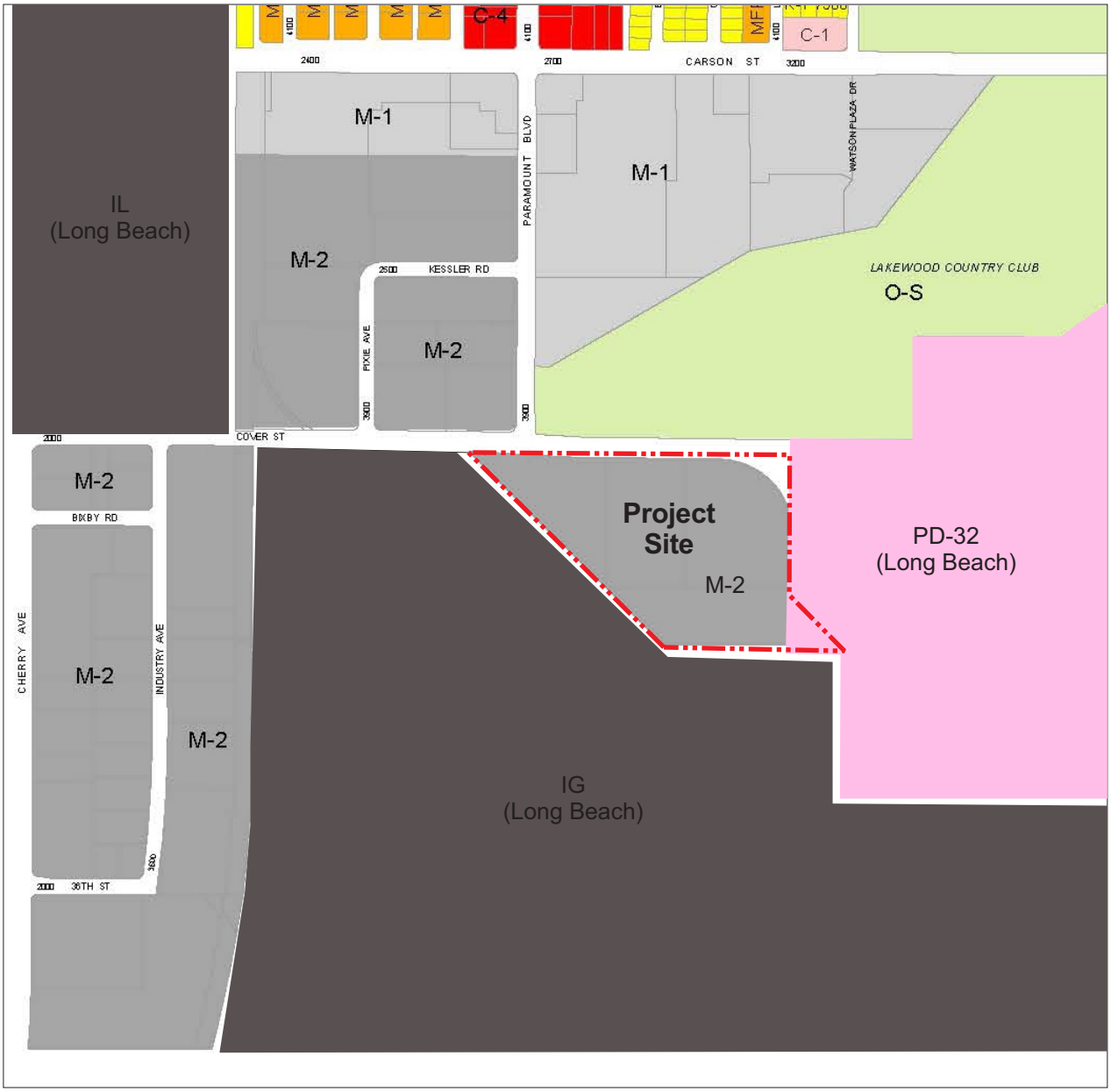
Figure 2.3-1
General Plan Land Use Designations



Lakewood Zoning:

- Single Family (R-1) or Planned Development Residential (PDSF)
- Multiple Family (MFR) or Planned Development Residential (PDMF)
- General Commercial (C-4)
- Neighborhood Commercial (C-1)
- Light Manufacturing (M-1)
- Heavy Manufacturing (M-2)
- Open Space Land (O-S)

Long Beach Zoning:

Industrial Zones

- IG; IL; IM; IP

Planned Development District

- PD(PD-32:Douglas Park)

N

NOT TO SCALE

Source: City of Lakewood; City of Long Beach; Applied Planning, Inc.

Note: The shared City of Lakewood/City of Long Beach Boundary diverges from the alignment of Conant Street at the southeasterly limits of the Project site. As a result, the extreme southeasterly portion of the Project site (approximately 2.5 acres) technically lies within the City of Long Beach. No structures will be constructed in this portion of the Project site. Improvements in this area would be limited to access/roadway improvements, parking, and landscaping.

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Figure 2.3-2
Zoning Designations

2.4 PROJECT ELEMENTS

2.4.1 Site Preparation

As part of the Project site preparation activities, all existing structures and surface improvements within the Project site would be demolished. Demolition debris generated during site preparation activities would be disposed of and/or recycled consistent with California Green Building Standards Code requirements. For the purposes of this analysis, it is assumed that demolition of the existing asphalt/concrete surfaces would result in approximately 102,043 tons of material that would be hauled off-site.

The Project area would then be rough-graded, and fine-graded in preparation of building construction. Existing grades within the Project site would be modified to establish suitable building pads and to facilitate site drainage.

2.4.2 Development Concept

The Project development concept is summarized below. Individual aspects of the Project, including individual building configurations and building sizes may be modified in the future as the Project is further defined. However, provided the overall maximum scope of the Project and/or Project uses are not substantially altered, the analysis presented here is not affected. Analyses within this IS/MND reflect the scope and types of uses proposed by the Project described herein. Should future development proposals differ substantially from the development concepts analyzed herein, the Lead Agency would comply with CEQA in consideration of those proposals. All final Project designs and improvements would be required to comply with standards presented at City of Lakewood Zoning Ordinance, Article 09 (IX), *Planning-Zoning*, *M-2 (Heavy Manufacturing)*.

2.4.2.1 Site Plan/Operations

The Project proposes construction and operation of up to approximately 375,000 square feet of light industrial uses within an approximately 20.65-acre site (gross). Under the current Project Site Plan Concept, the Project uses would be configured as two buildings, referred to herein as Buildings "26" and "27." Building 26 would comprise approximately 223,000 square feet within an approximately 12.84-acre parcel. Building 27 would

comprise approximately 152,000 square feet within an approximately 7.81-acre parcel. The Project Site Plan Concept is presented at Figure 2.4-1.

The Project buildings would accommodate a mix of transload/short-term storage warehouse; light industrial, and refrigerated warehouse uses. For the purposes of analysis, the following occupancy/use characteristics are assumed:

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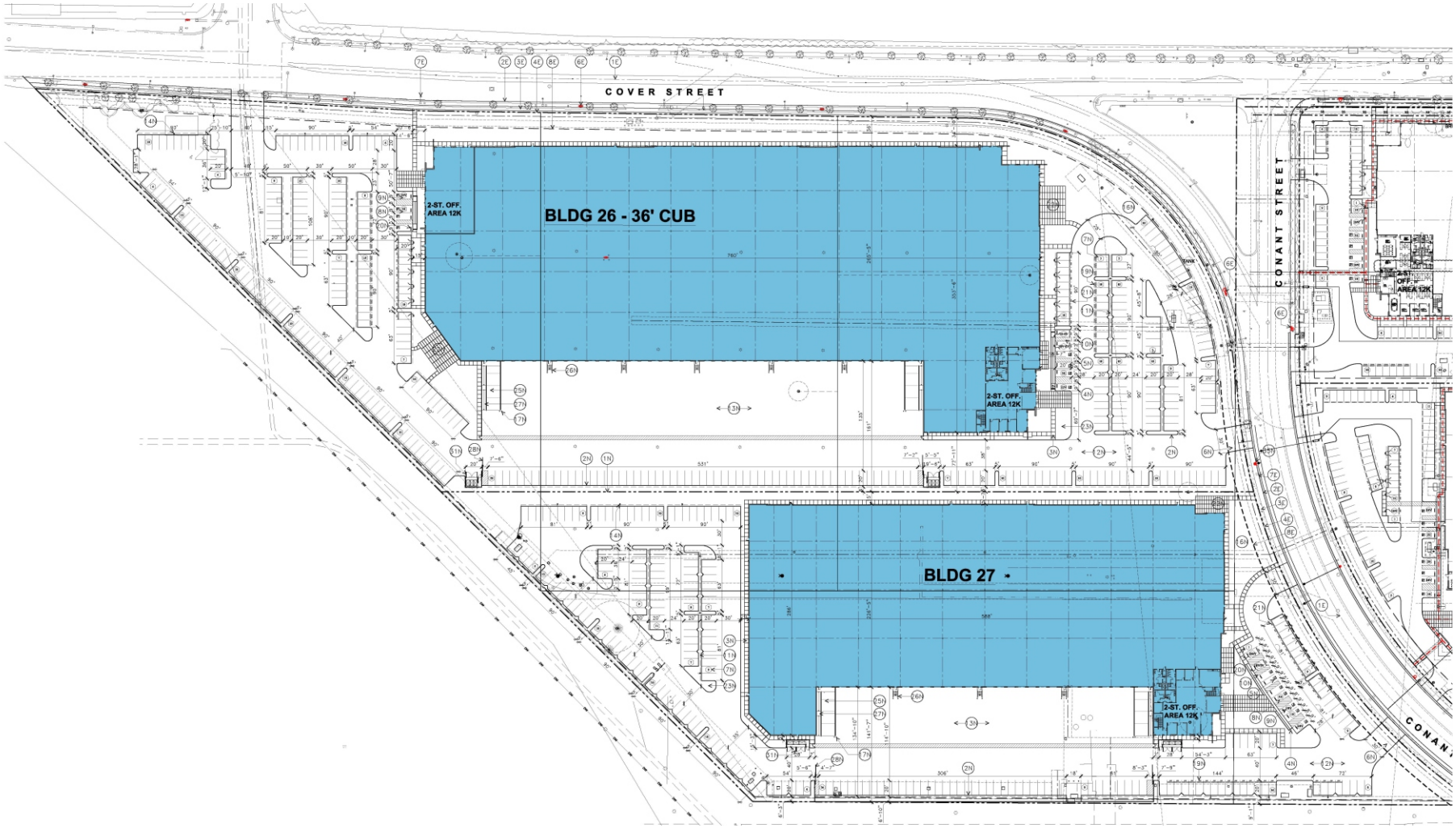

Source: DRA Architects

Figure 2.4-1
Site Plan Concept

Employee parking areas would generally be located along parcel perimeters. Truck parking stalls and truck loading dock areas would be located internal to the Project site, along the building rear facades in areas screened from public views. Landscaping/screening would be provided along all Project building frontages and the Project site perimeter. As reviewed and approved by the City, all Project parking and landscaping would be required to comply with applicable Heavy Manufacturing Zone design and development standards.

Additional limited areas of off-site disturbance would result from construction of site-adjacent roadway improvements and construction of utilities connections to existing area-serving utilities systems. All site-adjacent Project roadway improvements and utilities connections improvements would occur within dedicated rights-of-way and/or assigned easements. Potential environmental effects of these off-site disturbances and improvements are reflected in the scope of analyses presented herein, and would not result in environmental impacts beyond those considered and addressed here.

2.4.2.2 Architectural Design Concepts

Project buildings would be concrete tilt-up construction type, with architectural enhancements and glazing techniques similar to other contemporary light industrial buildings within the City of Lakewood (City) and neighboring communities. Preliminary Project architectural concepts are presented at Figures 2.4-2, 2.4-3.

Building 26 - East Elevation View

Building 26 - North-East View - Cover Street

Building 26 - West View

Source: DRA Architects

appliedplanning inc

Figure 2.4-2
Architectural Concepts - Building 26

Building 27 - East View

Building 27 - North-East View - Conant Street

Building 27 - South-East Corner

Source: DRA Architects

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Figure 2.4-3
Architectural Concepts - Building 27

2.4.2.3 Access and Circulation

Site Access and Internal Circulation

Access to the Project site from adjacent roadways would be provided by four driveways:

- Driveway 1 at Paramount Boulevard on Cover Street – Passenger Car and Truck Access, Signal Controlled Ingress/Egress;
- Driveway 2 on Conant Street – Passenger Car and Truck Access, STOP-Controlled Egress;
- Driveway 3 on Conant Street – Passenger Car Only Access, STOP-Controlled Egress; and
- Driveway 4 on Conant Street – Passenger Car and Truck Access, STOP-Controlled Egress.

As part of the Project, Cover Street and Conant Street (along the Project site's northern and eastern boundaries, respectively) would be improved to their ultimate half-widths or to specifications otherwise required by the City.

Internal circulation system and facilities designs would respond to ultimate building and site designs as approved by the City. Internal circulation system and facilities designs would be required to comply with City Final Site Plan requirements and conditions of approval.

Construction Traffic Management Plan

Temporary and short-term traffic detours and traffic disruptions could result during Project construction activities including implementation of access and circulation improvements noted above. Accordingly, the Project Applicant would be responsible for the preparation and submittal of a construction area traffic management plan (Plan) to be reviewed and approved by the City. Typical elements and information incorporated in the Plan would include the following:

- **Name of on-site construction superintendent and contact phone number**.

- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).

- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).

- **Identification and Description of Material Storage Locations** (if any).

- **Location and Description of Construction Trailers** (if any).

- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.

- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.

- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan would be reviewed and approved by the City prior to the issuance of the building permit. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

2.4.3 Landscaping

The Project would incorporate perimeter and interior landscaping and streetscape elements, acting generally to enhance the Project's visual qualities and screen potentially intrusive views. Landscaping would be provided consistent with M-2 Zone requirements. Project landscaping would also be required to comply with conditions as may be articulated by the Federal Aviation Administration/Los Angeles County Airport Commission. The Project landscape concept is presented at Figure 2.4-4. Final Project landscape plans would be subject to City review and approval.

2.4.4 Lighting

All Project lighting would be designed and implemented consistent with M-2 Zone requirements. Project lighting would also be required to comply with conditions as may be articulated by the Federal Aviation Administration/Los Angeles County Airport Commission. Final Project lighting plans would be subject to City review and approval.

2.4.5 Signs

Project signs would be required to comply with applicable provisions of City Municipal Code Part 20, *Sign Regulations*. Project signs would also be required to comply with conditions as may be articulated by the Federal Aviation Administration/Los Angeles County Airport Commission. Project signs, to include sign content, sign design and sign locations would be subject to City review and approval.

2.4.6 Parking

All Project parking areas, parking assignments, and design of parking areas would be required to comply with M-2 Zone requirements. Project parking plans would be subject to City review and approval.

PLANT SCHEDULE

TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / FORM	HT. X SPRD. X CAL. (MIN)	WATER USE	DESCRIPTION
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX STD.	8'H X 4'W	M	EVERGREEN VERTICAL TREE
	MAGNOLIA GRANDIFLORA 'D. D. BLANCHARD'	D. D. BLANCHARD SOUTHERN MAGNOLIA	24" BOX STD.	8' H X 5'W	M	EVERGREEN STREET TREE
	OLEA EUROPEA 'SWAN HILL'	SWAN HILL FRUITLESS OLIVE	36" BOX MULTI	8'H X 5'W X 4'C	L	EVERGREEN SPECIMEN TREE
	PINUS ELDARICA	AFGHAN PINE	24" BOX STD.	8' H X 5'W	L	EVERGREEN CONIFER
	PODOCARPUS GRACILIOR	FERN PINE	24" BOX STD.	8' H X 5'W	M	EVERGREEN VERTICAL TREE
	RHUS LANCEA	AFRICAN SUMAC	24" BOX STD.	8' H X 5'W	L	EVERGREEN CANOPY SHADE TREE

SHRUBS, GRASSES, & GROUNDCOVERS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
	ACACIA COGNATA 'COUSIN ITT'	COUSIN ITT ACACIA	5 GAL	30" O.C.	L	MID-GROUND SHRUB
	AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	5 GAL	36" O.C.	L	SUCCULENT ACCENT
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	5 GAL	36" O.C.	L	MID-GROUND SHRUB
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL	24" O.C.	L	ORNAMENTAL GRASS
	DIANELLA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL	18" O.C.	L	STRAP LEAF ACCENT
	DIANELLA T. 'VARIEGATA'	VARIEGATED FLAX LILY	5 GAL	36" O.C.	M	STRAP LEAF ACCENT
	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	1 GAL	36" O.C.	L	FLOWERING GROUNDCOVER
	LOMONDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	5 GAL	30" O.C.	L	ORNAMENTAL GRASS
	MUHLENBERGIA 'EL TORO'	BULL GRASS	5 GAL	36" O.C.	L	ORNAMENTAL GRASS
	MYOPORUM PARVIFOLIUM 'PINK'	PROSTRATE MYOPORUM	1 GAL	36" O.C.	L	LOW GROUNDCOVER
	OLEA EUROPAEA 'MONTRA'	LITTLE OLLIE DWARF OLIVE	5 GAL	36" O.C.	L	BACKGROUND HEDGE
	ROSMARINUS O. 'PROSTRATUS'	PROSTRATE ROSEMARY	1 GAL	36" O.C.	L	LOW GROUNDCOVER
	SESLARIA A. 'GREENLEE'	GREENLEE AUTUMN MOOR GRASS	1 GAL	18" O.C.	M	ORNAMENTAL GRASS
	DISTICTUS BUCCINATORIA	BLOOD-RED TRUMPET VINE	1 GAL / STAKED	PER PLAN	M	FLOWERING VINE

WATER USE KEY:
VL = VERY LOW WATER USE, L = LOW WATER USE, M = MODERATE WATER USE, H = HIGH WATER USE. WATER USE STATED IS PER 'WATER USE CLASSIFICATION OF LANDSCAPE SPECIES' (ALSO REFERRED TO AS WUCOLS IV) FOR THE CITY OF LAKEWOOD

N

NOT TO SCALE

Source: DRA Architects

applied planning inc

Figure 2.4-4
Landscape Plan

2.4.7 Utilities

Existing public utility systems, including water and sanitary sewer systems would be modified to serve the Project facilities. Such modifications may include, but are not limited to new service connections, localized improvement and/or realignment of existing service/distribution lines. Utilities systems available to the Project site and proposed connections to, and improvement/modification of utilities systems are summarized below. All Project utilities improvements and utilities connections would be subject to City and purveyor review and approval.

2.4.7.1 Water Supply and Delivery

Water service to the Project would be provided by the City. The Project would connect to existing City water system lines located in adjacent Cover Street and/or Conant Street rights-of-way.

Provision of water service by the City is contingent on the Applicant's compliance with City rules and regulations. Additional City requirements for water service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges.

2.4.7.2 Wastewater Conveyance and Treatment

Wastewater conveyance services for the Project would be provided by the City. The Project would connect to existing City sanitary sewer system lines located in adjacent Cover Street and/or Conant Street rights-of-way. The City sanitary sewer system discharges to the Consolidated Sewer Maintenance District (CSMD) of the Los Angeles County Sewer Maintenance Districts (SMD) for conveyance, treatment, and disposal.

Provision of wastewater collection service by the City is contingent on the Applicant's compliance with City rules and regulations. Additional City requirements for sewer service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges.

2.4.7.3 Stormwater Management System

The Project stormwater management system would provide for collection, treatment, and controlled release of developed stormwaters. The proposed stormwater management system would direct stormwaters east consistent with existing drainage patterns. All Project stormwater management system components would be required to conform with City and County of Los Angeles design, construction, operation, and maintenance standards.

Stormwater runoff would be treated consistent with provisions of a Project-specific Water Quality Management Plan (WQMP). The Project WQMP would be required to conform with Los Angeles Regional Water Quality Control Board (LARWQCB) criteria and performance standards.

The Project would also implement construction stormwater management improvements and practices consistent with mandated Storm Water Pollution Prevention Plan (SWPPP) requirements as outlined under the California *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (General Permit) Order No. 2009-0009-DWQ, and amendments.

2.4.7.4 Dry Utilities Services/Infrastructure

Dry utilities comprise services/infrastructure other than water, sewer and storm drainage. Dry utilities services systems and service purveyors available to the Project include:

- Natural gas (Southern California Gas Company, SoCalGas, The Gas Company);
- Electricity (Southern California Edison, SCE); and
- Telecommunications (various private services).

The Project would connect to existing available dry utilities services and infrastructure systems. All modification of, and connection to, existing services would be accomplished consistent with City and purveyor requirements.

To allow for, and facilitate Project construction activities, provision of temporary dry utilities services improvements may also be required (e.g., temporary electrical services). The scope of such temporary improvements is reflected within the total scope of development proposed by the Project. Potential environmental impacts resulting from the provision of any temporary services would not be substantively different from, or greater than, impacts resulting from permanent operation of services to the Project.

2.4.8 Energy Efficiency/Sustainability

The Project would comply with or would surpass standards established under the California Code Title 24, Part 6 (the California Energy Code) and California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11). CALGreen standards promote progressive design elements that have positive environmental impacts while encouraging sustainable construction and operation practices.

2.5 PROJECT OPENING YEAR

The Project in total would be developed in a manner responsive to market conditions and in concert with availability of necessary infrastructure and services. For the purposes of this analysis, the Project Opening Year is defined as 2023.

2.6 PROJECT OBJECTIVES

The primary goal of the Project is to develop high quality light industrial uses capable of accommodating a variety of prospective tenants. Complementary Project Objectives include the following:

- Implement the City's General Plan through development that is consistent with the General Plan Land Use Element and applicable General Plan Goals, Objectives, Policies and Programs.
- Provide adequate roadway and wet and dry utility infrastructure to serve the Project.
- Accommodate light industrial uses that are compatible with adjacent land uses.

- Accommodate light industrial uses responsive to current and anticipated market demands.
- Make efficient use of the underutilized subject property by maximizing its buildout potential for employment-generating light industrial uses.
- Provide light industrial uses near existing roadways and freeways to reduce VMT, traffic congestion, and air emissions.
- Provide light industrial products responsive to current and anticipated market demands.
- Attract new businesses and jobs and thereby foster economic growth generally.
- Establish new development providing additional construction employment opportunities.
- Establish new development that would increase locally available long-term employment opportunities thereby improving jobs/housing balance within the City.

2.7 DISCRETIONARY APPROVALS AND PERMITS

Discretionary actions, permits, and related consultation(s) necessary to approve and implement the Project include, but are not limited to the following:

2.7.1 Lead Agency Discretionary Actions and Permits

CEQA Guidelines Section 15124 states in pertinent part that if "a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed…" Lead Agency discretionary actions and permits necessary to realize the Project would include the following:

- Adoption of the Pacific Pointe West Project MND;
- Plot Plan/Site Plan Approval;
- Parcel Map Approval;
- Approval of Infrastructure Improvement Plans, including but not limited to roads, sewer, water, storm water management system, and dry utilities plans; and;
- Various City permits (e.g., building permits, encroachment permits) allowing implementation of the Project facilities.

2.7.2 Other Agency Consultation and Permits

CEQA Guidelines Section 15124 also states that environmental documentation should, to the extent known, list other permits or approvals required to implement the Project. Other agency consultations and permits necessary to realize the proposal would likely include, but not be limited to the following:

- Tribal Resources consultation with requesting Tribes as provided for under AB 52 (Gatto 2014). Native Americans: California Environmental Quality Act;

- Permitting pursuant to requirements of the Los Angeles County Regional Water Quality Control Board, County of Los Angeles, and City of Lakewood;

- Approval and permitting for construction of Project stormwater management system improvements by the Los Angeles County Flood Control District;

- City approval and permitting for construction of Project water and sanitary sewer system improvements;

- Permitting that may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented within the Project area;

- Review and approval by the Federal Aviation Administration (FAA) and the Los Angeles County Airport Land Use Commission (ALUC); and

- Permitting from/by serving utilities.

3.0 ENVIRONMENTAL ASSESSMENT

City of Lakewood
Environmental Initial Study

1.	**Project Title:**	Pacific Pointe West Project
2.	**Lead Agency Name and Address:**	City of Lakewood 5050 Clark Avenue Lakewood, CA 90712
3.	**Contact Person and Phone Number:**	Paul Kuykendall, (562) 866-9771
4.	**Project Location:**	The Pacific Pointe West Project (Project) is located at the southwest corner of the intersection of Conant Street (N – S) at Cover Street (E – W), in the southwestern portion of the City of Lakewood.
5.	**Project Sponsor's Name & Address:**	Sares Regis Group (SRG Commercial) 3501 Jamboree Road Suite 3000 Newport Beach, CA 92660
6.	**General Plan Designation:**	Industrial
7.	**Zoning:**	Heavy Manufacturing (M-2)
8.	**Description of the Project:**	The Pacific Pointe West Project (Project) proposes construction and operation of up to approximately 375,000 square feet of light industrial uses within an approximately 20.65-acre (gross) site. The Project Site Plan Concept proposes two buildings, referred to herein as Buildings "26" and "27." Building 26 would comprise approximately 223,000 square feet within an approximately 12.84-acre parcel. Building 27 would comprise approximately 152,000 square feet within an approximately 7.81-acre parcel. The Project site is located at the southwest corner of the intersection of Conant Street (N – S) at Cover Street (E – W), in the southwestern portion of the City of Lakewood. Please refer also to IS/MND Section 2.0, *Project Description*, Figure 2.1-1, *Project Location.*

The Project buildings would accommodate a mix of transload/short-term storage warehouse uses, light industrial uses, and refrigerated warehouse uses. For the purposes of analysis, the following occupancy/use characteristics are assumed:

- Approximately 85 percent of the total building area, or 318,750 square feet would comprise transload/short-term storage warehouse uses;
- Approximately 5 percent of the total building area, or 18,750 square feet would comprise general light industrial uses;

- Approximately 10 percent of the total building area, or 37,500 square feet, would comprise refrigerated warehouse uses;
- The Project will be complete and fully operational by 2023, the Project Opening Year;
- The Project will be open and operational year-round, 24 hours per day, 7 days per week;
- Unless otherwise noted herein, all Project operations would occur internal to the Project main buildings;
- Project operations would also include on-site cargo handling. The most common type of cargo handling equipment are yard trucks designed for moving cargo containers. Yard trucks are also known as yard goats, utility tractors (UTRs), hustlers, yard hostlers, and yard tractors. Any yard trucks based at the Project site would be non-diesel (e.g., gasoline and/or electric-powered);
- Project tenants are not yet known, and the number of jobs that the Project would generate cannot therefore be precisely determined. However, based on employment data available from the Southern California Association of Governments (SCAG), the Project would generate an estimated 344 full-time jobs.

9. Surrounding Land Uses and Setting:

The Project site was previously used as a vehicle parking/holding area. Former paved/asphalt surfaces within the Project site have been demolished, and the resulting crushed pavement and asphalt are currently stockpiled within the Project site.

Existing land uses of adjacent properties are summarized below:

- North/Northwest: Cover Street is the northern Project site boundary. Directly north of the Project site, across Cover Street, is the Lakewood Country Club and Golf Course. Properties northwest of the Project site are developed with light industrial/warehouse uses.
- South/Southwest: City of Long Beach Municipal Airport properties abut the Project site to the south/southwest.
- East: Conant Street is the eastern Project site boundary, and at this location is the shared City of Lakewood/City of Long Beach municipal boundary. East of the Project site, across Conant

		Street, are proposed City of Long Beach light industrial uses that would be developed as part of the City of Long Beach Douglas Park Project.
10.	**Other public agencies whose approval may be required:**	South Coast Air Quality Management District (SCAQMD); Los Angeles Regional Water Quality Control (LARWQCB); and Los Angeles County Sanitation District (LACSD).
11.	**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?** **Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.**	The City of Lakewood has provided notification regarding the Project and has requested consultation from potentially affected Tribes pursuant to Public Resources Code section 21080.3.1. Consulted Tribes and Tribal representatives contacted are listed at Appendix I to this IS/MND.

City of Lakewood
Environmental Initial Study

ENVIROMENTAL FACTORS POTENTIALLY AFFECTED:

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☒	Geology / Soils	☐	Greenhouse Gas Emissions	☒	Hazards & Hazardous Materials
☐	Hydrology / Water Quality	☐	Land Use / Planning	☐	Mineral Resources
☐	Noise	☐	Population / Housing	☐	Public Services
☐	Recreation	☐	Transportation	☒	Tribal Cultural Resources
☐	Utilities / Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

The environmental factors checked above would be affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as substantiated in the following CEQA Checklist discussions.

DETERMINATION: On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

City of Lakewood Date

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:					
(a) Have a substantial adverse effect on a scenic vista?	25, 29	☐	☐	☐	☒

a. No Impact. The City of Lakewood Comprehensive General Plan Policy Document (City of Lakewood General Plan, General Plan) identifies no scenic vistas proximate to the Project. The Project does not propose or require uses that would affect off-site scenic vistas. On this basis, the Project would have no potential to have a substantial adverse effect on a scenic vista.

(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	25, 29	☐	☐	☐	☒

b. No Impact. The Project site is fully developed with paved/asphalt surfaces. There are no designated scenic resources within, or proximate to, the Project site. The Project does not propose elements or aspects that would adversely affect any off-site scenic resources. There are no designated or eligible scenic highways serving the Project site. Nor would the Project otherwise potentially affect a scenic highway. On this basis, implementation of the Project would have no impact on scenic resources within a state scenic highway.

(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	12, 14, 25, 29	☐	☐	☒	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

c. Less-Than-Significant Impact. The Project site is located in an urbanized area. Zoning designation of the Project site is Heavy Manufacturing (M-2). The Project design concepts would be required to conform with applicable design and development standards for the M-2 Zone district. Conformance with City design and development standards is implemented through development review processes as outlined at City of Lakewood Municipal Code Article 9, Section 9480, *Development Review Board*. Through established design and development review processes, the City would ensure that final Project designs conform to City zoning standards, thereby precluding the potential for the Project to conflict with applicable zoning and other regulations governing scenic quality. Based on the preceding, the potential for the Project to conflict with applicable zoning and other regulations governing scenic quality is considered less-than-significant.

(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	12, 25	☐	☐	☒	☐

d. Less-Than-Significant Impact. Final designs of all Project facilities including, but not limited to, proposed building materials, light fixtures, and lighting configurations would be required to conform to applicable provisions of the City Municipal Code. Final designs of all uses would be subject to City review and approval processes identified at City of Lakewood Municipal Code Article 9, Section 9480, Development Review Board. All Project designs, including lighting plans, would also be subject to review and approval by the Federal Aviation Administration (FAA). The Project has been reviewed by the FAA, and the FAA has issued "Determination(s) of No Hazard to Air Navigation" [(FAA) 03/17/2021, IS/MND Appendix F]. The Determinations found that the Project structures would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities (Determinations, p. 1). The Determinations require further that the structures be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights - Chapters 4, 5 (Red), & 15 (Determinations, p. 1).

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

The Project would be required to comply with all FAA conditions and Municipal Code requirements, ensuring that the potential for the Project to result in substantial light or glare that would adversely affect day or nighttime views in the area would be maintained at levels that would be less-than-significant. Through established design and development review processes, the City would ensure that all FAA Conditions of Approval and Municipal Code requirements would be met prior to the issuance of development permits.

Additionally, at the City's discretion, the Project may be submitted to the ALUC for review. The Project would comply with ALUC Conditions if/as stipulated by the City.

On this basis, the potential for the Project to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area would be less-than-significant.

2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	25, 28	☐	☐	☐	☒

a. No Impact. The Project site was previously used as a vehicle parking/holding area. Former paved/asphalt surfaces within the Project site have been demolished, and the resulting crushed

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

pavement and asphalt are currently stockpiled within the Project site. The site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on any map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program. The Project does not propose elements or aspects that would adversely affect any off-site areas designated Farmland. The Project would therefore have no potential to convert Farmland to non-agricultural use.

(b)	Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	14, 25, 28	☐	☐	☐	☒

b. No Impact. Zoning of the Project site is Heavy Manufacturing (M-2). No Williamson Act contracts are in place for the subject site or vicinity properties. The Project does not propose elements or aspects that would adversely affect any off-site Williamson Act Contract properties. The Project would therefore have no potential to conflict with any existing agricultural zoning designations, or to affect any existing Williamson Act contract(s).

(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	14, 25, 28	☐	☐	☐	☒

c. No Impact. The Project site is not zoned for forest land, timberland, or timberland zoned Timberland Production. The Project does not propose elements or aspects that would adversely affect any off-site properties designated as forestland, timberland, or zoned Timberland Production. The Project would therefore have no potential to conflict with existing zoning for, or cause rezoning of, forest land, timberland, or Timberland Production properties.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	14, 25	☐	☐	☐	☒

d. No Impact. No forest land is located on the Project site or in the Project vicinity. The Project would therefore have no impact related to loss of forest land or conversion of forest land.

(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	14, 25, 28	☐	☐	☐	☒

e. No Impact. The Project does not require or propose "other changes" in the environment which could result in the conversion of farmland or forestland to other uses.

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
(a) Conflict with or obstruct implementation of the applicable air quality plan?	4, 20, 25	☐	☐	☒	☐

a. Less-Than-Significant Impact. The Project is located within the South Coast Air Basin (Basin). The Basin is characterized by relatively poor air quality. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over an approximately 10,743-square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, as well as state and federal agencies, to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

The SCAQMD has adopted Air Quality Management Plans (AQMPs) outlining strategies to achieve state and federal ambient air quality standards. AQMPs are periodically updated to reflect technological advances, recognize new or pending regulations, more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy.

In March 2017, the SCAQMD released the Final 2016 AQMP (2016 AQMP). The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including *The 2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016 – 2040 RTP/SCS) and updated emission inventory methodologies for various source categories. Air quality conditions and trends presented in the 2016 AQMP assume that regional development will occur in accordance with population growth projections identified by SCAG in the 2016 – 2040 RTP/SCS.

The SCAG 2016 – 2040 RTP/SCS in turn derives its assumptions, in part, from general plans of cities located within the SCAG region. Accordingly, if a project is consistent with the development and growth projections reflected in the adopted general plan, it would be consistent with the growth assumptions in the SCAG 2016 – 2040 RTP/SCS and 2016 AQMP. The 2016 AQMP further assumes that development projects within the region will implement appropriate strategies to reduce air pollutant emissions, thereby promoting timely implementation of the AQMP.

Criteria for determining consistency with the AQMP are identified at Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD CEQA Air Quality Handbook (1993). AQMP consistency criteria are listed below. Project consistency with, and support of, these criteria is presented subsequently.

- **Criterion No. 1:** The project under consideration will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

• **Criterion No. 2:** The project under consideration will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

Criterion No. 1: The violations that Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded. Project construction-source emissions would not exceed applicable LSTs or regional significance thresholds. See following discussion at Checklist Item 3 b) under the heading "Localized Impacts."

Project operational-source emissions would not exceed applicable SCAQMD LSTs or applicable SCAQMD regional significance thresholds. See following discussions at Checklist Items 3(b), 3(c). Further, the Project would implement applicable Best Available Control Measures (BACMs), and would comply with applicable SCAQMD rules, acting to further reduce potential air quality impacts. On this basis, the Project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations.

Criterion No. 2: Criterion No. 2 addresses consistency of a given project with approved local and regional land use plans and associated potential AQMP implications. That is, AQMP emissions models and emissions control strategies are based in part on land use data provided by local general plan documentation; and regional plans, which reflect and incorporate local general plan information. The emphasis of this criterion is to ensure that the analyses conducted for any given project are based on the same forecasts as the AQMP.

Projects that propose general plan amendments may increase the intensity of use and/or result in higher traffic volumes, thereby resulting in increased operational-source emissions (stationary

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

and vehicular-sources) when compared to the AQMP assumptions. However, if a given project is consistent with and does not otherwise exceed the growth projections in the applicable local general plan, then that project would be considered consistent with the growth assumptions in the AQMP.

General Plan Consistency

Uses proposed by the Project are allowed under the site's current General Plan Land Use designation of "Industrial." No General Plan Amendment (GPA) is proposed or required in conjunction with the Project. The Project would not result in growth or development not anticipated under the AQMP. Project-source air pollutant emissions are reflected in the AQMP assumptions, and would not result in AQMP inconsistencies.

Regional Plan Consistency

Development of the City pursuant to the General Plan is reflected in Southern California Association of Governments (SCAG) planning efforts and policies including: *Connect SoCal, The 2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 – 2045 SCAG RTP/SCS). The Project is consistent with the General Plan and by extension is reflected in SCAG planning efforts and policies.

The Final 2008 Regional Comprehensive Plan (SCAG) 2008 (2008 RCP) defines a vision for the SCAG region to be implemented under a strategic plan addressing the regions interrelated housing, traffic, water and air quality issues. The 2008 RCP does not mandate planning actions. SCAG does however request that local governments consider the 2008 RCP recommendations in developing or amending local plans, codes, design guidelines, and other related actions. SCAG promotes use of the 2008 RCP as an advisory policy document for voluntary use by local agencies. The Project does not propose or require actions that would somehow conflict with 2008 RCP advisory policies.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

AQMP Consistency Conclusion

Project construction-source emissions would not exceed any applicable regional or local thresholds. Project operational-source emissions would not exceed any applicable regional or local thresholds. The Project would not result in or cause NAAQS or CAAQS violations. The Project does not propose or require amendment of the General Plan, and the Project land uses are reflected in the AQMP. The Project is consistent with and reflected in applicable regional planning efforts. On this basis, the Project is considered to be consistent with the AQMP. The potential for the Project to conflict with or obstruct implementation of the AQMP is therefore less-than-significant.

(b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	20, 25	☐	☐	☒	☐

b. Less-Than-Significant Impact. The City of Lakewood and the Project site are located within the South Coast Air Basin**.** Attainment Status Designations for the South Coast Air Basin are summarized at Table 3-1.

Table 3-1
Attainment Status Designations - South Coast Air Basin

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb	Attainment	Unclassifiable/Attainment

Source: *Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Consistent with SCAQMD guidance, less-than-significant non-attainment impacts at the Project level are not cumulatively considerable, and would not result in a cumulatively considerable net increase of criteria pollutant(s) for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Conversely, significant non-attainment impacts at the Project level are cumulatively considerable, and would result in a cumulatively considerable net increase of criteria pollutant(s) for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Regional Impacts

Construction-Source Air Pollutant Emissions

Project construction activities (e.g., site preparation, grading, building construction, paving, architectural coating, infrastructure construction) would generate emissions of CO, ROG, NOx, SOx, PM_{10}, and $PM_{2.5}$. Please refer to *Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022, IS/MND Appendix A (Project AQIA) for details regarding equipment use, construction timeframes and other CalEEMod inputs and related construction-source emissions modeling. SCAQMD regional thresholds for construction-source emissions are presented at Table 3-2. Project construction-source emissions in the context of SCAQMD regional thresholds are presented at Table 3-3.

Table 3-2
SCAQMD Regional Thresholds – Construction-Source Emissions

Pollutant	Threshold
NOx	100 lbs./day
VOC	75 lbs./day
PM_{10}	150 lbs./day
$PM_{2.5}$	55 lbs./day
SO_x	150 lbs./day
CO	550 lbs./day

Source: *Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

As indicated at Table 3-3, Project construction-source emissions would not exceed applicable SCAQMD regional thresholds. The potential for Project construction-source emissions to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard would therefore be less-than-significant.

Table 3-3
Maximum Daily Construction-Source Emissions

Year	Emissions (lbs./day)					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2022	4.55	82.73	34.52	0.25	36.17	7.54
2023	58.78	33.06	53.10	0.12	7.43	2.93
Winter						
2022	4.56	85.05	34.71	0.25	36.17	7.54
2023	58.89	33.39	51.79	0.12	7.43	2.93
Maximum Daily Emissions	**58.89**	**85.05**	**53.10**	**0.25**	**36.17**	**7.54**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source*: Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

Operational-Source Air Pollutant Emissions

Project light industrial operations (e.g., vehicle trips, landscaping, on-going site/building maintenance, onsite equipment operations, transportation refrigeration units [TRUs]) would generate emissions of CO, ROG, NOx, SOx, PM_{10}, and $PM_{2.5}$. Please refer to the Project AQIA for details regarding trip generation, landscaping, maintenance time frames, CalEEMod inputs and related operational-source emissions modeling. SCAQMD Regional Thresholds for operational-source emissions are presented at Table 3-4.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Table 3-4
SCAQMD Regional Thresholds – Operational-Source Emissions

Pollutant	Threshold
NOx	55 lbs./day
VOC	55 lbs./day
PM_{10}	150 lbs./day
$PM_{2.5}$	55 lbs./day
SO_x	150 lbs./day
CO	550 lbs./day

Source: *Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

Project operational-source emissions in the context of SCAQMD regional thresholds are presented at Table 3-5. As summarized at Table 3-5, Project operational-source emissions would not exceed SCAQMD regional thresholds. The potential for Project operational-source air pollutant emissions to result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard is less-than-significant.

Table 3-5
Maximum Daily Operational-Source Emissions

Source	Emissions (lbs./day)					
	VOC	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Area Source	8.62	1.53E-03	0.17	1.00E-05	6.00E-04	6.00E-04
Energy Source	0.02	0.17	0.15	1.04E-03	0.01	0.01
Mobile Source	2.53	38.93	30.68	0.25	12.59	3.66
TRUs	0.09	0.91	1.03	2.03E-04	0.02	0.02
On-Site Equipment	0.22	2.07	1.50	6.33E-03	0.08	0.07
Total Maximum Daily Emissions	**11.47**	**42.08**	**33.53**	**0.26**	**12.70**	**3.76**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Winter						
Area Source	8.62	1.53E-03	0.17	1.00E-05	6.00E-04	6.00E-04
Energy Source	0.02	0.17	0.15	1.04E-03	0.01	0.01
Mobile Source	2.49	40.64	30.04	0.25	12.59	3.66
TRUs	0.09	0.91	1.03	2.03E-04	0.02	0.02
On-Site Equipment	0.22	2.07	1.50	6.33E-03	0.08	0.07
Total Maximum Daily Emissions	**11.43**	**43.80**	**32.89**	**0.26**	**12.70**	**3.76**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: *Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

Localized Impacts

Localized Significance Threshold Analysis

Per SCAQMD significance criteria, air quality impacts are potentially significant if there is a potential to contribute to or cause localized exceedances of the national and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, the NAAQS/CAAQS establish Localized Significance Thresholds (LSTs).

LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. More specifically, to address potential Environmental Justice implications of localized air pollutant impacts, the SCAQMD adopted LSTs indicating whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. Use of LSTs by local government is voluntary. Lead agencies may employ LSTs as another indicator of significance in air quality impact analyses.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Emissions Considered/Methodology

LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). The Project LST analysis incorporates, and is consistent with, protocols and procedures established by the SCAQMD *Final Localized Significance Threshold Methodology* (Methodology). The Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs." Therefore, for purposes of the LST analysis, only "on-site" emissions were considered. See also: http://aqmd.gov/ceqa/handbook/LST/LST.html.

Sensitive Receptors

As provided for under the Methodology, potential localized emissions impact have been evaluated at sensitive receptors proximate to the Project site. "Sensitive receptors" are off-site locations where individuals may be exposed to Project-source air pollutant emissions. The LST analysis presented here evaluates localized construction-source and operational-source emissions impacts at the nearest sensitive receptors.

Residential Receptors – Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as sensitive receptors; they are also known to be locations where an individual can remain for 24 hours.

Non-Residential Receptors – Per the Methodology, commercial, office, and industrial facilities are not included in the definition of sensitive receptors because employees and visitors do not typically remain onsite for a full 24 hours but are typically onsite for approximately eight hours. The Methodology also notes . . . LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

hours. Consistent with the SCAQMD's Final LST Methodology recommendations, localized NO_2 and CO impacts affecting industrial or commercial uses have been evaluated.

Evaluated Study Area Receptor Locations are described below and are presented at Figure 3-1.

R1: Location R1 is located in the City of Lakewood and represents the existing Lakewood Golf Course at 3101 East Carson Street, approximately 107 feet north of the Project site, across Cover Street. R1 is placed at the southern boundary of the golf course.

R2: Location R2 is located in the City of Lakewood and represents the existing residence at 4114 Lakewood Drive, approximately 3,315 feet northeast of the Project site. R2 is placed at the private outdoor living areas (backyard) facing the Project site.

R3: Location R3 represents the Rubbercraft facility located at 3701 East Conant Street, approximately 1,565 feet east of the Project site. Receptor R3 is placed at the building façade.

R4: Location R4 represents the United Pacific Industries manufacturing facility located at 3788 East Conant Street, approximately 1,514 feet east of the Project site. Receptor R4 is placed at the building façade.

R5: Location R5 is in the City of Long Beach and represents the existing residence at 3763 Cherry Avenue, approximately 2,241 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R5 is placed at the residential building façade.

R6: Location R6 is in the City of Long Beach and represents the existing residence at 3829 Cherry Avenue, approximately 2,142 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R6 is placed at the residential building façade.

N

NOT TO SCALE

LEGEND:

Site Boundary | Receptor Locations | Distance from receiver to Project site boundary (in feet)

Source: Urban Crossroads, Inc.

Figure 3-1
Study Area Receptor Locations

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

R7: Location R7 represents the Eve Hair, Inc. facility located at 3935 Paramount Boulevard, approximately 408 feet north of the Project site. Receptor R7 is placed at the building façade.

R8: Location R8 is in the office/commercial use, approximately 266 feet east of the Project site. Receptor R8 is placed at the building façade.

R9: Location R9 is in the office/commercial use, approximately 211 feet east of the Project site. Receptor R9 is placed at the building façade.

R10: Location R10 represents the existing residence at 4106 Brock Avenue, approximately 1,943 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R10 is placed at the residential building façade.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential LST impacts. The nearest receptor used for evaluation of localized impacts of PM_{10} and $PM_{2.5}$ is represented by location R10, the existing residence at 4106 Brock Avenue, approximately 1,943 feet (592 meters) north of the Project site.

Consistent with Methodology, the nearest industrial/commercial use is used to determine construction and operational LST impacts for emissions of NO_X and CO, as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of up to 8 hours. The nearest receptor used for evaluation of localized impacts of NO_X and CO is represented by location R8, the existing office/commercial use located approximately 266 feet (64 meters) east of the Project site.

Construction-Source Emissions LST Analysis

Peak daily localized construction-source emissions received at the nearest receptors is summarized at Table 3-6. Applicable SCAQMD LSTs are also presented. As indicated, Project

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

localized construction-source emissions would not exceed applicable LSTs. Project localized construction-source emissions impacts would therefore be less-than-significant.

Table 3-6
Maximum Construction-Source Localized Emissions

	Pollutant (lbs./day)			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum (All activities)	**50.41**	**29.20**	**29.63**	**6.75**
SCAQMD Localized Threshold	152	5,868	191	120
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: *Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

Operational-Source Emissions LST Analysis

LST analyses appropriately consider only emissions generated by on-site sources. In this regard, the Project operational-source emissions LST analysis evaluates emissions that would be generated by on-site stationary/area-sources and also captures emissions that would be generated by on-site traffic. Table 3-7 presents the Project's maximum potential localized operational-source emissions. Applicable SCAQMD localized significance thresholds are also presented. As indicated, Project operational-source air pollutant emissions would not exceed applicable SCAQMD LSTs and would therefore be less-than-significant.

Table 3-7
Maximum Operational-Source Localized Emissions

	Pollutant (lbs./day)			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Summer	4.24	3.40	0.72	0.27
Winter	4.33	3.37	0.72	0.27
Maximum	**4.33**	**3.40**	**0.72**	**0.27**
SCAQMD Localized Threshold	174	9,416	46	29
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: *Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Localized CO "Hot Spots"

Area CO "Hot Spots" are the product of vehicle-source CO emissions that are concentrated by vehicles idling at congested intersections. Adverse CO concentration impacts occur when exceedance of the state one-hour CO concentration standard of 20 ppm, or eight-hour CO concentration standard of 9 ppm occur.

Baseline CO concentrations affecting the region are reflected in the 2003 SCAQMD CO Hot Spot Modeling Analysis. The Hot Spot Modeling Analysis (Modeling Analysis) evaluated CO concentrations at four busy representative Los Angeles intersections under peak morning and afternoon traffic conditions. Even under these congested conditions, the Modeling Analysis did not predict any violation of CO standards, as shown at Table 3-8.

Table 3-8
SCAQMD CO Hot Spot Modeling Analysis Results

Intersection Location	CO Concentrations (ppm)		
	Morning 1-hour	Afternoon 1-hour	8-hour
Wilshire Boulevard/Veteran Avenue	4.6	3.5	3.7
Sunset Boulevard/Highland Avenue	4	4.5	3.5
La Cienega Boulevard/Century Boulevard	3.7	3.1	5.2
Long Beach Boulevard/Imperial Highway	3	3.1	8.4

Source: *Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

Peak carbon monoxide concentrations in the region at the time the Modeling Analysis was conducted were a product of unusual meteorological and topographical conditions, and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the Modeling Analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. The

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

ambient 1-hr and 8-hr CO concentration within the Project Study Area is estimated to be 4.5 ppm and 3.1 ppm, respectively (data from South Coastal LA County 3 for 2020). Therefore, even if the Project traffic volumes were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO Hot Spot at any Study Area intersection.

Traffic volumes generating the CO concentrations for the Modeling Analysis are presented at Table 3-9. The busiest intersection evaluated was the Wilshire Boulevard/Veteran Avenue intersection, which had a daily traffic volume of approximately 100,000 vph and AM/PM traffic volumes of 8,062 vph and 7,719 vph, respectively. The Modeling Analysis estimated that the morning 1-hour CO concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day at the subject intersection, CO concentrations (4.6 ppm x 4 = 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).

Table 3-9
SCAQMD CO Hot Spot Modeling Analysis Traffic Volumes

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound (AM/PM)	Northbound (AM/PM)	Total (AM/PM)
Wilshire Boulevard/ Veteran Avenue	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset Boulevard/ Highland Avenue	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega Boulevard/ Century Boulevard	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach Boulevard/ Imperial Highway	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: *Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

(BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph)—or 24,000 vph where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

As shown at Table 3-10, the highest Project-source AM/PM trip volumes on road segments in the Study Area are 4,277 vph and 4,564 vph, respectively, along Van Buren Avenue and Central Avenue. Project-source traffic volumes are substantially less than the traffic volumes identified in the Modeling Analysis, or similar parameters employed by the BAAQMD. The Project considered herein would not produce the volume of traffic required to generate a CO Hot Spot in the context of the Modeling Analysis, or traffic volumes employed by the BAAQMD in screening for potential CO Hot Spots. Therefore, CO Hot Spots are not an environmental impact of concern for the Project. Localized air quality impacts related to CO emissions concentrations would therefore be less-than-significant.

Table 3-10
Project Traffic Volumes

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound (AM/PM)	Northbound (AM/PM)	Total (AM/PM)
Cherry Boulevard/ Cover Street	1,300/1,892	1,525/1,153	0/0	378/661	3,203/3,706
Paramount Boulevard/ Driveway 1/ Cover Street	6/15	595/542	602/1,006	318/627	1,520/2,190
Conant Street/ Cover Street	13/44	0/0	586/596	342/622	941/1,263
Lakewood Boulevard/Cover Street	1,057/1,574	1,370/1,206	203/418	5/6	2,635/3,204

Source: *Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

Localized Diesel Particulate Matter (DPM) Emissions Impacts

Construction equipment employed in development of the Project, and truck traffic associated with Project operations would generate Diesel Particulate Matter (DPM) emissions. In 1998, the

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

California Air Resources Board (ARB) identified particulate matter from diesel-fueled engines (Diesel Particulate Matter or DPM) as a Toxic Air Contaminant (TAC). In California, diesel engine exhaust has been identified as a carcinogen. Potential health risks resulting from Project-source DPM emissions are evaluated in detail in *Pacific Pointe West, Mobile Source Health Risk Assessment, City of Lakewood* (Urban Crossroads, Inc.) April 20, 2022 (Project HRA). Findings and conclusions of the Project HRA are summarized below.

Carcinogenic Risks

The SCAQMD *CEQA Air Quality Handbook* (1993) states that emissions of TACs are considered significant if a Health Risk Assessment shows an increased carcinogenic risk of greater than 10 incidents per million population. Consistent with the stated SCAQMD *Handbook* cancer risk threshold, for the purposes of this analysis, an increase in cancer risk of 10 incidents per million population is considered significant. Also relevant to the Project HRA, specific guidance in determining health risks from diesel emissions is provided in *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD) 2003.

Noncarcinogenic Risks

An evaluation of the potential noncarcinogenic effects of chronic exposures was also conducted. Noncarcinogenic adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for this analysis. The REL for DPM established by OEHHA is 5 μg/m3 (OEHHA Toxicity Criteria Database, http://www.oehha.org/risk/chemicaldb/index.asp).

The SCAQMD has established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a Hazard Index, expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A Hazard Index less

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

of than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures not exceeding the SCAQMD Hazard Index of 1.0 are considered less-than-significant.

Risk Exposure: Quantification Results

Construction-Source DPM Emissions Impacts

As substantiated in the Project HRA, Project construction-source DPM emissions cancer risk impacts at the maximally exposed individual receptor (MEIR) would be 0.70 in one million, which is less than the SCAQMD threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable SCAQMD threshold of 1.0 (Project HRA, p. 24). As such, the Project construction-source DPM emissions will not cause a significant human health or cancer risk at the MEIR.

Operational-Source DPM Emissions Impacts

Residential Exposure

As substantiated in the Project HRA, Project operational-source DPM emissions cancer risk impacts at the MEIR would be 0.21 in one million, which is less than the SCAQMD threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable SCAQMD threshold of 1.0 (Project HRA, p. 22). As such, the Project operational-source DPM emissions will not cause a significant human health or cancer risk at any potentially affected receptors.

Based on the preceding, the potential for the Project to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard is considered less-than-significant.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Worker Exposure

As substantiated in the Project HRA, Project operational-source DPM emissions cancer risk impacts at the Maximum Exposed Individual Worker (MEIW) would be 0.12 in one million, which is less than the SCAQMD threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable SCAQMD threshold of 1.0 (Project HRA, pp. 24, 25). As such, the Project operational-source DPM emissions will not cause a significant human health or cancer risk at the MEIW.

School Child Exposure

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be affected by DPM emissions. by a proposed project. There are no schools (existing or proposed) within ¼ mile of the Project site. The nearest school is James Madison Elementary School, which is located approximately 4,050 feet north of the Project site. Because there is no reasonable potential that Project-source DPM emissions would cause significant health impacts at distances of more than ¼ mile from the air pollution source, there would be no potentially significant impacts at any schools in the vicinity of the Project (Project HRA, p. 25).

As presented above, Project air pollutant emissions under no circumstances would exceed applicable SCAQMD thresholds. Project air pollutant emissions impacts would therefore be less-than-significant. Per SCAQMD significance guidance, less-than-significant impacts at the Project level are not cumulatively considerable. On this basis, the potential for the Project to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard is considered less-than-significant.

(c)	Expose sensitive receptors to substantial pollutant concentrations?	20, 23, 25	☐	☐	☒	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

c. Less-Than-Significant Impact. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. As concluded in the above discussion of Localized Air Quality Impacts, sensitive receptors nearest the Project site would not be subject to emissions exceeding SCAQMD LSTs. Nor would the Project create or result in localized CO hot spots. The Project HRA substantiates that the Project would not generate or result in localized DPM emissions that would create or result in potentially significant health risks.

Based on the preceding, the potential for the Project to expose sensitive receptors to substantial pollutant concentrations is considered less-than-significant. Relevant case law (Friant Ranch Case) further supporting these conclusions is summarized below.

Friant Ranch Case

In December 2018, in the case of Sierra Club v. County of Fresno (2018) 6 Cal.5th 502, the California Supreme Court held that an Environmental Impact Report's (EIR) air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided.

As discussed in briefs filed in the Friant Ranch case, correlating a project's criteria air pollutant emissions to specific health impacts is challenging. The SCAQMD, which has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes noted that it may be "difficult to quantify health impacts for criteria pollutants." SCAQMD used O_3 as an example of why it is impracticable to determine specific health outcomes from criteria pollutants for all but very large, regional-scale projects. First, forming O_3 "takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources." (SCAQMD, 2015a, p. 11) Second, "it takes a large amount of additional precursor

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

emissions (NOX and VOCs) to cause a modeled increase in ambient ozone levels over an entire region," with a 2012 study showing that "reducing NO_x by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion." (SCAQMD, 2015a, pp. 12-14)

SCAQMD concluded that it "does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from relatively small projects." (SCAQMD, 2015a, pp. 12-14) The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) ties the difficulty of correlating the emission of criteria pollutants to health impacts to how ozone and particulate matter are formed, stating that "[b]ecause of the complexity of ozone formation, a specific tonnage amount of NOX or VOCs emitted in a particular area does not equate to a particular concentration of ozone in that area." (SJVUAPCD, 2015, p. 4) Similarly, the tonnage of PM "emitted does not always equate to the local PM concentration because it can be transported long distances by wind," and "[s]econdary PM, like ozone, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as sulfur dioxides (SOX) and NOX," meaning that "the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area." (SJVUAPCD, 2015, p. 5) The disconnect between the amount of precursor pollutants and the concentration of ozone or PM formed makes it difficult to determine potential health impacts, which are related to the concentration of ozone and PM experienced by the receptor rather than levels of NO_x, SO_x, and VOCs produced by a source.

Most local agencies lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally specific thresholds of significance based on potential health impacts from an individual development project. The use of national or "generic" data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in cause asthma), existing scientific tools cannot accurately estimate health impacts of the Project's air emissions without undue speculation. Instead, readers are directed to the Project's air quality impact analysis, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project's construction and long-term operation.

The LST analysis presented herein substantiates that the Project would not result in emissions exceeding SCAQMD's LSTs. Therefore, the Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$.

As the Project's emissions would comply with federal, state, and local air quality standards, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled. Please refer also to the Project Health Risk Assessment which addresses potential cancer risks associated with Project-source DPM emissions.

(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	20, 25	☐	☐	☒	☐

d. Less-Than-Significant Impact. Temporary, short-term odor releases are potentially associated with Project construction activities. Potential sources of odors include, but are not limited to: asphalt/paving materials, glues, paint, and other architectural coatings. Construction-source odor impacts are mitigated by established requirements for a material handling and procedure plan, which identifies odor sources, odor-generating materials and quantities permitted on site, and isolation/containment devices or mechanisms to prevent significant release of odors.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

The Project light industrial uses do not comprise facilities that would be sources of objectionable emissions. However, temporary storage of refuse associated with Project operations could be a potential source of odor. Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with City solid waste management regulations – thereby precluding any significant odor impacts. Further, the Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of emissions that would create a public nuisance. Based on the preceding, the potential for the Project to result in "other" emissions adversely affecting a substantial number of people is considered less-than-significant.

4. BIOLOGICAL RESOURCES. Would the project:

(a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	19, 25, 29	☐	☐	☐	☒

a. No Impact. The Project site is fully developed with paved/asphalt surfaces and is devoid of candidate, sensitive, or special status species. The Project does not propose or require uses or facilities that would result in potentially significant impacts to off-site candidate, sensitive, or special status species. The Master Environmental Assessment for the City of Lakewood (MEA) does not identify any potentially significant biological resources impacts that would result from build out of the General Plan Land Uses. The Project is consistent with the City of Lakewood General Plan Land Use Plan and the Project uses are allowed under the General Plan. The Project would not result in any impacts to biological resources not already considered and addressed in the MEA. On this basis, the Project would have no potential to have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	19, 25, 29	☐	☐	☐	☒

b. No Impact. The Project site is fully developed with paved/asphalt surfaces and is not located within a sensitive biological area, or a designated conservation or habitat area. No riparian habitat or other sensitive natural community exists within the Project site. The Project does not propose or require uses or facilities that would result in potentially significant impacts to off-site riparian habitat or sensitive natural communities. The MEA does not identify any potentially significant biological resources impacts that would result from build out of the General Plan Land Uses. The Project is consistent with the City of Lakewood General Plan Land Use Plan and the Project uses are allowed under the General Plan. The Project would not result in any impacts to biological resources not already considered and addressed in the MEA. On this basis, the Project would have no potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community.

(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	19, 25, 29	☐	☐	☐	☒

c. No Impact. The Project site is fully developed with paved/asphalt surfaces. No federally-protected wetlands areas exist within the Project site or in surrounding areas. The Project does not propose or require uses or facilities that would result in potentially significant impacts to offsite federally protected wetlands. The MEA does not identify any potentially significant biological resources impacts that would result from build out of the General Plan Land Uses. The Project is consistent with the City of Lakewood General Plan Land Use Plan and the Project

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

uses are allowed under the General Plan. The Project would not result in any impacts to biological resources not already considered and addressed in the MEA. On this basis, the Project would have no potential to have a substantial adverse effect on state or federally protected wetlands.

(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	19, 25, 29	☐	☐	☐	☒

d. No Impact. The Project site is fully developed with paved/asphalt surfaces. No wildlife corridors, wildlife linkages, or wildlife nurseries are located onsite. The Project does not propose or require facilities or uses that would adversely affect any off-site wildlife corridors, wildlife linkages, or wildlife nurseries. Further, the site is bounded on all sides by roads and/or urban development, diminishing its potential to function as a wildlife movement corridor. The MEA does not identify any potentially significant biological resources impacts that would result from build out of the General Plan Land Uses. The Project is consistent with the City of Lakewood General Plan Land Use Plan and the Project uses are allowed under the General Plan. The Project would not result in any impacts to biological resources not already considered and addressed in the MEA. On this basis, the Project would have no potential to interfere substantially with wildlife movement, wildlife corridors, wildlife linkages, or wildlife nurseries.

(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	19, 25, 29	☐	☐	☐	☒

e. No Impact. The Project site is fully developed with paved/asphalt surfaces. No protected biological resources exist within the Project site. The Project does not propose or require uses

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

that would adversely affect off-site protected biological resources. The Project is not subject to or otherwise affected by a local tree preservation ordinance or other local ordinances protecting biological resources. The MEA does not identify any potentially significant biological resources impacts that would result from build out of the General Plan Land Uses. The Project is consistent with the City of Lakewood General Plan Land Use Plan and the Project uses are allowed under the General Plan. The Project would not result in any impacts to biological resources not already considered and addressed in the MEA. On this basis, the Project would have no potential to conflict with a local tree preservation ordinance or local other ordinances protecting biological resources.

(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	19, 25, 29	☐	☐	☐	☒

f. No Impact. The Project site is not located within or otherwise affected by a habitat conservation plan or natural community conservation plan. The Project does propose or require development or activities that would otherwise conflict with the provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. The MEA does not identify any potentially significant biological resources impacts that would result from build out of the General Plan Land Uses. The Project is consistent with the City of Lakewood General Plan Land Use Plan and the Project uses are allowed under the General Plan. The Project would not result in any impacts to biological resources not already considered and addressed in the MEA. On this basis, the Project would have no potential to conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:					
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	5	☐	☐	☒	☐

a. Less-Than-Significant Impact. The potential for the Project to cause a substantial adverse change in the significance of a historical and archaeological resources has been evaluated in detail in *Cultural Resources Assessment, SRG Lakewood Warehouse Project, City of Lakewood, Los Angeles County, California* (BCR Consulting LLC) February 10, 2022 (Project Cultural Resources Assessment, IS/MND Appendix B). As discussed in the Project Cultural Resources Assessment, records searches and on-site surveys conducted as part of the Assessment indicate that potentially significant historical or archaeological resources are not present within the Project site. On this basis, the Project Cultural Resources Assessment concluded "that no additional cultural resources work or monitoring is necessary during proposed project activities associated with development of the Project site" (Project Cultural Resources Assessment, p. 8).

The Project Cultural Resources Assessment nonetheless recognizes that "[a]lthough the current study has not indicated sensitivity for cultural resources within the project boundaries, ground disturbing activities always have the potential to reveal buried deposits not observed on the surface during previous surveys" (Project Cultural Resources Assessment, p. 8). To ensure that potential impacts to archaeological and historical resources are maintained at levels that would be less-than-significant, it is recommended that the following conditions of approval or similar language be incorporated in the Project Conditions of Approval.

> *Prior to the initiation of ground-disturbing activities, field personnel shall be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find shall cease and a qualified archaeologist shall be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary. If the qualified archaeologist finds that any cultural resources*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

present meet eligibility requirements for Listing on the California Register or the National Register, a Plan for Treatment, Evaluation, and Curation of the find shall be developed. The Plan shall be reviewed and approved by the Lead Agency and shall be implemented prior to any further site disturbance.

(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	5	☐	☐	☒	☐

b. Less-Than-Significant Impact. Please refer to the discussion at Checklist Item 5 (a). Note: Potential impacts to Tribal Cultural Resources (TCRs), including archaeological resources, is specifically addressed at Checklist Item 18., *Tribal Cultural Resources*.

(c)	Disturb any human remains, including those interred outside of formal cemeteries?	5, 29	☐	☐	☒	☐

c. Less-Than-Significant Impact. The Project site is fully developed with paved/asphalt surfaces. The potential to encounter human remains during the course of Project development is therefore considered remote. The Project would be required to comply with all existing regulations, including the California Public Resources Code Section 5097.98, which would afford protection for any human remains discovered during development activities. On this basis, the potential for the Project to result in disturbance of any human remains, including those interred outside of formal cemeteries would be less-than-significant.

6. ENERGY. Would the project:

(a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	2, 9, 11, 16, 18, 21	☐	☐	☒	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

a. Less-Than-Significant Impact.

Background and Introduction

CEQA Guidelines (Guidelines) Appendix F *Energy Conservation* establishes parameters and context for determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy. *Guidelines* Section 15126.2 *Consideration and Discussion of Significant Environmental Impacts,* as amended December 28, 2018, recognizes the need to consider *Guidelines* Appendix F *Energy Conservation* when analyzing project impacts. In this regard, *Guidelines* Section 15126.2 (b), excerpted below, provides the following direction:

> ***Energy Impacts.*** *If analysis of the project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources, the EIR [MND] shall mitigate that energy use. This analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project. (Guidance on information that may be included in such an analysis is presented in Guidelines Appendix F.) This analysis is subject to the rule of reason and shall focus on energy use that is caused by the project. This analysis may be included in related analyses of air quality, greenhouse gas emissions, transportation or utilities in the discretion of the lead agency.*

The analysis presented here conforms to *Guidelines* Section 15126.2 (b) guidance. In summary, the Project would provide for, and promote, energy efficiencies consistent with applicable state or federal standards and regulations. The Project would also conform to City of Lakewood energy efficiency and energy conservation measures. As supported by the following discussions, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards would be less-than-significant. Further, energy demands of the Project can be accommodated within the context of

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy-producing or energy transmission facilities. The Project would not create or otherwise result in a potentially significant impact affecting energy resources or energy delivery systems.

EXISTING CONDITIONS

Existing conditions providing general context for the Project energy demands are presented below. The following discussions are summarized from**:** *Final 2020 Integrated Energy Policy Report Update* (CEC) March 2021. See also: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update.

Electricity

The California Energy Commission (CEC) provides forecasts for electricity and natural gas demand every two years as part of the Integrated Energy Policy Report (IEPR) process. The forecasts include 3 energy demand cases (high, low, and middle) designed to capture a reasonable range of demand outcomes over the next 10 years. The high energy demand case incorporates relatively high economic/demographic growth, relatively low electricity and natural gas rates, and relatively low committed efficiency program, self-generation, and climate change impacts. The low energy demand case includes lower economic/demographic growth, higher assumed rates, and higher committed efficiency program and self-generation impacts. The mid case uses input assumptions at levels between the high and low cases. The forecasts include estimates of the effects of new legislation and trends in electric consumption such as the use of zero-emission automobiles. IEPR data indicates relatively stable consumption rates from 2005 through 2018, with an increase in consumption beginning in 2020.

Southern California Edison (SCE) is the electrical utility provider for the City. SCE also provides information on energy efficiency, rotating outages, emergency preparedness, electrical safety tips, and tree planting guidelines to ensure non-interference with electrical utility lines.

Transportation Energy

California is home to 30 million registered cars, trucks, buses, and other motorized on-road vehicles. The state's history has been, in part, a history of the automobile and the associated impacts on personal mobility, land-use planning, and air quality. In recognition of these challenges, California has enacted a suite of policies and goals to shift the transportation sector toward cleaner, sustainable fuels and more efficient technology vehicles. IEPR data indicates very stable consumption rates for jet fuel and diesel through 2030. Gasoline consumption is forecasted to decline through 2030.

Natural Gas

Natural gas provides energy to heat homes, cook food, and generate electricity. Currently in California, natural gas serves more than 10.5 million homes, about 445,000 businesses, about 37,000 factories and industrial consumers, and more than 640 electric generating units. The greatest consumers of natural gas in decreasing order are electric power generation, residential, industrial, mining, commercial, and other. In California since 1990, natural gas demand has remained relatively flat in all but the electric power sector which has steadily increased.

IEPR data generally shows a decreasing reliance on natural gas through 2024. The CEC indicates increased reliance on natural gas for power generation between 2024 and 2026 due to expiration of long-term power supply contracts (purchase agreements) with coal facilities outside California.

Southern California Gas Company (The Gas Company) provides natural gas to the City. The Gas Company also provides customers with appliance services, an energy efficiency and rebate program, and information on emergency preparedness and air quality.

PROJECT ENERGY DEMANDS and ENERGY EFFICIENCY/CONSERVATION MEASURES

Estimated energy demands of Project construction and Project operations are summarized in the following discussions and are presented in detail in *Pacific Pointe West Energy Tables* (Urban Crossroads, Inc.) April 21, 2022 (Project Energy Assessment, IS/MND Appendix C).

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Project design features and operational programs, as well as regulations that promote energy conservation end energy conservation are also identified. The Project in total would be required to comply with incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Energy Efficiency Standards). Also, developers and owners/tenants have vested financial incentives to avoid imprudent energy consumption practices. In this regard, there is growing recognition among developers and owners/tenants that efficient and sustainable construction and operational practices yield both environmental and economic benefits. On this basis, and as further supported by the following discussions, the Project would not result in or cause wasteful, inefficient, and unnecessary consumption of energy.

Construction Energy Consumption Estimates and Energy Efficiency/Conservation Measures

Construction Fuel/Power Consumption Estimates

Energy consumption in support of or related to Project construction would include electricity consumption by various equipment and tools; diesel fuel consumed by construction equipment and construction vendor trips; and gasoline consumed by construction worker commutes. As presented in the Project Energy Assessment:

- Over the approximately 20-month construction period, Project construction activities would consume approximately 329,281 kWH of electricity (Project Energy Assessment, p. 2).

- Over the approximately 20-month construction period, Project construction equipment operations would consume approximately 76,677 gallons of diesel fuel (Project Energy Assessment, p. 3).

- Over the approximately 20-month construction period, Project construction vendor trips would consume and estimated 73,111 gallons of diesel fuel (Project Energy Assessment, pp. 5, 6).

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

- Over the approximately 20-month construction period, Project construction worker commutes would consume approximately 75,473 gallons of gasoline (Project Energy Assessment, pp. 4, 5).

Diesel fuel and gasoline for construction activities would be provided by existing area vendors. Construction electricity demands would be provided through connection to existing SCE services.

Project construction activities would comprise temporary, single-event demands for diesel fuel and electricity and would not require on-going or permanent commitment of fuel for these purposes.

Construction Energy Efficiency/Conservation Measures

Equipment and vehicles used during Project construction would conform to CARB regulations and California emissions standards, and would demonstrate related fuel efficiencies. There are no unusual Project characteristics or construction processes that would require the use of vehicles or equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to incumbent power/fuel efficiency standards. Project construction activities would therefore not result in inefficient, wasteful, or unnecessary consumption of power or fuel.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations. More specifically, California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) *Idling*, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Indirect construction energy efficiencies and energy conservation would be achieved through the use of recycled/recyclable materials and related procedures, and energy efficiencies realized from bulk purchase, transport and use of construction materials. Use of recycled and recyclable materials and use of materials in bulk also reduces energy demands associated with preparation and transport of construction materials as transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Construction Waste Management Plan

A Project Construction Waste Management Plan would be required consistent with Section 5.408.1.1 of the CALGreen Code. Consistent with Section 5.408, *Construction Waste Reduction, Disposal, and Recycling* of the California Green Building Standards Code (CALGreen Code), as adopted by the City, the Project would be required to recycle or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste.

OPERATIONAL ENERGY CONSUMPTION AND ENERGY EFFICIENCY/CONSERVATION MEASURES

Operational Energy Consumption

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities). As presented in the Project Energy Assessment:

- Vehicles accessing the Project site activities would consume approximately 342,151 gallons of fuel annually (Project Energy Assessment, p. 7). Fuel consumption would be approximately 25 percent diesel/75 percent gasoline.

- Project building and site operations would consume approximately 852,750 kBTU natural gas annually (Project Energy Assessment, p. 7).

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

- Project building and site operations would consume approximately 2,588,285 kWh electricity annually (Project Energy Assessment, p. 7).

Operational Energy Efficiency/Conservation Measures

Facilities Energy Demand Efficiencies

The Project would be required to meet or surpass standards established under incumbent California Code Title 24, Part 6 (the California Energy Code) and California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11) as implemented by the City, to include building "solar zones" accommodating on-site photovoltaic energy sources.[1]

Enhanced Vehicle Fuel Efficiencies

Potential maximum vehicle fuel consumption from vehicles accessing the Project would occur under Project Opening Year (2023) Conditions. Under future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation. Average fuel economies of vehicles accessing the Project site can also be expected to improve over time in response to fuel economy and emissions standards imposed on newer vehicles entering the transportation system.

Project Design and Access

The Project proposes light industrial uses within an urbanizing context, proximate to, and readily accessible from regional and local roadways. In these regards, the Project setting proximate to transportation corridors facilitates access to the Project generally.

[1] Per the 2019 California Energy Code, the Project building roof designs would be required to provide "solar zones" reserved for the future installation of a solar electric or solar thermal system. Energy Code Section 110.10 B states that: "The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy."

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Alternative Transportation Modes

Availability of alternative transportation modes described below would act to generally reduce commuter-related fuel consumption.

Bus Service

Long Beach Transit (LBT) provides bus service to the City of Lakewood and surrounding areas. LBT route maps and schedules are available at: https://ridelbt.com/routes-and-services/.

LBT Route 101 currently provides bus services along Carson Avenue (E – W), approximately 0.3 miles north of the Project site. LBT Route 21 currently provides bus services along Cherry Avenue (N – S), approximately 0.4 miles west of the Project site.

Bus service routes and schedules are reviewed and updated by LBT periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. The Project Applicant would work in conjunction with LBT to potentially accommodate bus service to the site.

Rail Service

Los Angeles County Metropolitan Transit Authority (LA Metro) provides light rail transit services to the City of Lakewood. LA Metro "A Line" traverses the City along a generally northwest – southeast orientation. The nearest LA Metro Line A stop is Wardlow Station, approximately 2 miles southwest of the Project site. LA Metro route maps and schedules are available at: https://www.metro.net/riding/schedules/.

Bikeway System

The City has adopted and implemented a Bikeway System. Cover Street, the Project site northern boundary is a designated City bike path. Project improvements affecting Cover Street would include bike path improvements consistent with City requirements. The Existing Bikeway

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

System Map can be accessed at: https://www.lakewoodcity.org/files/assets/public/about/documents/bikemaplakewood.pdf.

Pedestrian Access

Sidewalks exist along Cover Street, the Project site northern boundary. Partial sidewalk improvements exist along Conant Street, the Project site eastern boundary. Project improvements to Cover Street and Conant Street would include sidewalk/pedestrian improvements as may be required by the City.

Landscaping Energy Efficiencies

Drought-tolerant plants would be used where appropriate. Project landscaping would be required to conform to City requirements for the M-2 Zone District.

Solid Waste Diversion/Recycling

The Project would be required to comply with applicable State of California and City solid waste diversion/recycling rules and regulations. These laws and regulations include but are not limited to: State AB 939, State AB 341; State AB 1826; and CALGreen Code Section 5.408, *Construction Waste Reduction, Disposal, and Recycling*. In combination, these laws and regulations act to reduce the amount of solid waste transported to, and disposed at area landfills. Corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations would likely result.

CONCLUSION

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards would be less-than-significant. Further, energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy-producing or energy transmission facilities and would not create or otherwise result in a potentially significant impact

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

affecting energy resources or energy delivery systems. On this basis, the potential for the Project to result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources is considered less-than-significant.

(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	2, 3, 9, 20, 22	☐	☐	☒	☐

b. Less-Than-Significant Impact. The City has implemented State of California Code of Regulations (CCR) Title 24, Part 6: *Energy Efficiency Standards*; and CCR, Title 24, Part 11: *California Green Building Standards Code* (CALGreen). Project consistency with these Standards is summarized at Table 6-1. As a corollary effect, these latter measures in part act to promote energy efficiency and reduce energy consumption. Discussions of these plans, policies, and regulations are presented at Checklist Topics *Air Quality* and *Greenhouse Gas Emissions*.

Table 6-1
Energy Efficiency/Energy Conservation Plan Consistency

REGULATIONS	Remarks
STATE of CALIFORNIA	
California Code of Regulations (CCR) Title 24, Part 6: Energy Efficiency Standards California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. The Project would be required to comply with energy efficiency standards in effect at the time of building permit application(s).	**Consistent:** *The Project would be designed, constructed and operated to meet or exceed incumbent CCR Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with or obstruct implementation of Title 24 Energy Efficiency Standards.* *Based on the preceding, the Project is considered consistent with CCR Title 24, Part 6: Energy Efficiency Standards.*
CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen). CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2011. CALGreen is updated on a regular basis, with the most recent update consisting of	**Consistent:** *The Project would be designed, constructed and operated to meet or exceed incumbent CCR Title 24 CALGreen Standards. On this basis, the Project is determined to be consistent with, and would not interfere with or obstruct implementation of Title 24 CALGreen Standards.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

the 2016 California Green Building Code Standards that became effective January 1, 2017. Under state law, local jurisdictions are permitted to adopt more stringent requirements.	*Based on the preceding, the Project is considered consistent with CCCR, Title 24, Part 11: CALGreen.*

Sources: CCR Title 24, Part 6: Energy Efficiency Standards; CCR, Title 24, Part 11: California Green Building Standards Code; Pacific Pointe West Project Air Quality Impact Analysis, Pacific Pointe West Project Greenhouse Gas Analysis; Remarks by Applied Planning, Inc.

Additionally, regulatory measures, standards, and policies directed at reducing air pollutant emissions and GHG emissions would also act to promote Project energy conservation and reduce Project energy consumption. Please refer to related discussions presented at Checklist Topics *Air Quality* and *Greenhouse Gas Emissions*.

Based on the preceding, the potential for the Project to conflict with or obstruct a State or Local plan for renewable energy or energy efficiency is considered less-than-significant.

7. GEOLOGY AND SOILS. Would the project:

(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	10, 12, 29	☐	☐	☒	☐

The following discussions are based on findings and conclusions of *Geotechnical Feasibility Study, Proposed Commercial/Industrial Development, SWC Cover Street And Heinemann Street Long Beach, California* (Southern California Geotechnical) August 4, 2020 (Project Geotechnical Investigation). The Project Geotechnical Investigation is presented at IS/MND Appendix D.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

i. Less-Than-Significant Impact. As discussed in the City of Lakewood Hazard Mitigation Plan, the major active fault nearest the City of Lakewood is the Newport-Inglewood Fault, located approximately three miles southwest of the City. There are no active faults known on the site and the Project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone).

Further, as stated in the Project Geotechnical Investigation, "[r]esearch of available maps indicates that the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, SCG did not identify any evidence of faulting during the geotechnical investigation. Therefore, the possibility of significant fault rupture on the site is considered to be low. The potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, seiches, flooding, and subsidence affecting the site is considered low" (Project Geotechnical Investigation, p. 12). As such, fault rupture within or substantially affecting the Project area is not likely. On this basis, the potential for the Project to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault is considered less-than-significant.

ii)	Strong seismic ground shaking?	10, 12, 29	☐	☐	☒	☐

ii. Less-Than-Significant Impact. Based on location in the seismically active southern California region, the Project site and the City of Lakewood generally, are susceptible to ground shaking events. The probability of an earthquake affecting the area depends on the magnitude of the earthquake and the distance from the site to the epicenter. As part of the City's standard review and approval of development projects, the Project will provide the Final Project Geotechnical Investigation for review and approval by the City Engineer, and will comply with the recommendations of the approved Geotechnical Investigation, as well as all applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC). Compliance with these mandated requirements ensures that effects involving seismic ground-shaking are maintained at levels that are less-than-significant. On this basis, the potential for the

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Project to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking is considered less-than-significant.

iii)	Seismic-related ground failure, including liquefaction?	10	☐	☐	☒	☐

iii. **Less-Than-Significant Impact.** As discussed in the Project Geotechnical Investigation, a portion of the Project site lies within a designated liquefaction zone. Accordingly, a preliminary evaluation of potential site-specific liquefaction hazards has been conducted. Based on the results of the preliminary liquefaction evaluation, liquefaction is not considered to be a significant design concern for the Project (Project Geotechnical Investigation, p. 15). The Project Geotechnical Investigation did not otherwise indicate any potential seismic-related ground failure conditions affecting the Project site. On this basis, the potential for the Project to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction is considered less-than-significant.

iv)	Landslides?	10, 29	☐	☐	☐	☒

iv. No Impact. The Project site and vicinity properties are level. The Project site is not internally susceptible to landsliding, and would not be adversely affected by off-site landsliding. The Project does not propose or require construction of slopes that would result in or cause landsliding. On this basis, there is no potential for the Project to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

(b)	Result in substantial soil erosion or the loss of topsoil?	10, 29	☐	☐	☒	☐

b. Less-Than-Significant Impact. Project construction activities would temporarily expose underlying soils, thereby increasing their susceptibility to erosion until the Project is fully

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

implemented. Potential erosion impacts incurred during construction activities are maintained below the level of significance through the Project's mandated compliance with a City-approved Storm Water Pollution Prevention Plan (SWPPP) and compliance with SCAQMD Rules that prohibit grading activities and site disturbance during high wind events. At Project completion, potential soil erosion impacts in the area will be resolved, as pavement, roads, buildings, and landscaping are established, overcovering previously exposed soils. Based on the preceding, the potential for the Project to result in substantial soil erosion or the loss of topsoil is considered less-than-significant.

(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	10, 29	☐	☐	☒	☐

c. Less-Than-Significant Impact. The Project Geotechnical Investigation concluded that the Project site is not significantly affected by known or potential adverse conditions including lateral spreading, subsidence, liquefaction or collapse. As noted previously, the Project site and vicinity properties are level. The Project site is not internally susceptible to landsliding, and would not be adversely affected by off-site landsliding. The Project does not propose or require construction of slopes that would result in or cause landsliding. Please refer also to discussions presented at previous Checklist Items 7. a) i, iii, iv. On this basis, the potential for the Project to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse is considered less-than-significant.

(d)	Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	10, 29	☐	☐	☒	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

d. Less-Than-Significant Impact. The Project Geotechnical Investigation indicates that near surface soils within the Project site possess a medium expansion potential (Expansion Index [EI] = 65) (Project Geotechnical Investigation, p. 16). In context, the Uniform Building Code states that EI's between 91-130 are considered to have a "High Expansion Potential." The Project Geotechnical Investigation includes civil and structural design considerations that would ensure that expansive soils impacts would be maintained at levels that would be less-than-significant. As part of the City's standard review and approval of development projects, the Project will provide the Final Project Geotechnical Investigation for review and approval by the City Engineer, and will comply with the recommendations of the approved Geotechnical Investigation, as well as all applicable provisions of the Uniform Business Code (UBC) and California Business Code (CBC). Compliance with these mandated requirements ensures that effects of expansive soils are maintained at levels that are less-than-significant. On this basis, the potential for the Project to be located on expansive soils, creating substantial direct or indirect risks to life or property is considered less-than-significant.

(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	29	☐	☐	☐	☒

e. No Impact. The Project would connect to the City sanitary sewer system. No septic tanks or other alternative wastewater disposal systems are proposed. On this basis, the Project would not result in any impacts related to on-site or alternative wastewater disposal systems.

(f)	Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	10, 29	☐	☒	☐	☐

f. Less-Than-Significant Impact With Mitigation.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Paleontological Resources Considerations

The Project site was previously used as a vehicle parking/holding area. Former paved/asphalt surfaces within the Project site have been demolished, and the resulting crushed pavement and asphalt are currently stockpiled within the Project site. No unique paleontological resources or geologic features are known to exist within the Project site or in the Project vicinity. There is however the potential for as-yet-unknown subsurface paleontological resources to be present within the Project site. Mitigation Measure GEO-1 is incorporated to ensure that the potential for the Project to destroy a unique paleontological resource or site directly or indirectly, or destroy a unique geologic feature directly or indirectly would remain at levels that would be less-than-significant.

Mitigation Measure

GEO-1 *If potential paleontological resources (i.e., plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:*

- *Assign a paleontological monitor, trained and equipped to allow the timely removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.*

- *Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert construction and notify the monitor of the find.*

- *Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository facility.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

- *Submit summary report to City of Lakewood. Transfer collected specimens with a copy of the report to the designated depository facility.*

Geological Features

With regard to unique geological features, the City has not established criteria for determining what comprises a unique geological feature. Other relevant agency criteria however indicates that a geological feature could be generally considered unique if it:

- Is the best example of its kind locally or regionally;
- Embodies the distinctive characteristics of a geologic principle that is exclusive locally or regionally;
- Provides a key piece of geologic information important in geology or geologic history;
- Is a "type locality" of a geological feature;
- Is a geologic formation that is exclusive locally or regionally;
- Contains a mineral that is not known to occur elsewhere in the County; or
- Is used repeatedly as a teaching tool.[2]

The Project site is fully developed with paved/asphalt surfaces. Any unique geologic features that may have been present at one time have likely been destroyed. Moreover, soil types underlying the Project site are common within the City and Southern California, and do not comprise unique geological features as described above. The Project does not propose uses or activities that would indirectly contribute to or result in potentially adverse impacts to a unique geological feature.

Based on the preceding, the potential for the Project to destroy a unique geological feature, directly or indirectly, is considered less-than-significant.

[2] *County of San Diego Guidelines for Determining Significance Unique Geology (County of San Diego, Department of Planning and Land Use Department of Public Works) June 30, 2007, p. 1.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:					
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	22	☐	☐	☒	☐

a. Less-Than-Significant Impact. The analysis presented here is summarized from *Pacific Pointe West, Greenhouse Gas Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022 (Project GHGA). The Project GHGA is presented at IS/MND Appendix E.

The Project site is fully developed with paved/asphalt surfaces and is not a source of material GHG emissions. The analysis presented here takes no credit for any GHG emissions that may be generated under existing conditions.

SCAQMD provides guidance for evaluation of GHG emissions impacts for projects located in the South Coast Air Basin. A quantitative GHG emissions has not been established by the SCAQMD for Projects where it is not the lead agency. However, in its most recent guidance, the SCAQMD Working Group has proposed a GHG emissions screening-level threshold of 3,000 metric tons of carbon dioxide equivalent per year (MTCO2e/year) for all land use types. Per SCAQMD guidance, projects that generate GHG emissions of less than 3,000 MTCO2e/year would not be considered substantive sources of GHG emissions. This category of projects would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. For the purposes of this analysis, GHG emissions not exceeding the SCAQMD 3,000 MTCO2e/year screening-level threshold are considered less-than-significant. Annual Project GHG Emissions are summarized at Table 8-1.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Table 8-1
Project GHG Emissions Summary

GHG Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual construction-source emissions amortized over 30 years	69.39	0.01	4.24E-03	70.85
Area Source	0.04	1.00E-04	0.00	0.04
Energy Source	413.76	0.03	4.55E-03	415.92
Mobile Source	1,743.05	0.08	0.19	1,803.04
TRU Source				22.06
On-Site Equipment	101.50	0.03	0.00	102.32
Solid Waste Management	72.70	4.30	0.00	180.10
Water Supply, Treatment, and Distribution	227.76	2.84	0.07	319.32
Total CO_2e (All Sources)	**2,913.66**			

Source: *Pacific Pointe West, Greenhouse Gas Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

As presented at Table 8-1, the Project would generate approximately 2,913.66 MTCO2e/yr. Project GHG emissions therefore would not exceed the SCAQMD screening threshold of 3,000 MTCO2e/yr. GHG emissions not exceeding the SCAQMD 3,000 MTCO2e/yr screening threshold would not result in a significant impact on the environment. On this basis, the potential for the Project to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment would be less-than-significant.

(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	19, 22	☐	☐	☒	☐

b. Less-Than-Significant Impact.

Project Consistency with City of Lakewood Plans and Policies

The City of Lakewood has not adopted a formal Climate Action Plan or other regulations adopted for the purpose of reducing GHG emissions. However, the Master Environmental

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Assessment for the City of Lakewood (MEA) provides guidance in addressing GHG emissions impacts, as follows:

> "The City of Lakewood does not generate its own electricity but relies on the SCE for electrical service. SCE, like other utilities throughout the state and the country, are expanding facilities for the production of electricity by solar and other renewable sources, rather than relying on fossil fuels (such as coal and oil). The City supports these efforts to reduce emissions that create "greenhouse" gases. The City can and will support SCE efforts to reduce greenhouse gases and to reduce the adverse impacts of these gases. The City's role to reduce greenhouse gases focuses on reducing energy consumption through conservation measures, including retrofitting existing homes and non-residential uses" (MEA, p. 169).

Consistent with the stated City policy to reduce greenhouse gases through reduced energy consumption and energy conservation measures, the Project would comply with incumbent building codes and energy conservation and sustainability strategies that act to minimize energy consumption. The Project would thereby reduce or minimize its contributions to GHG emissions. As discussed herein at Section 6.0 *Energy*, the Project would not result in wasteful or unnecessary energy consumption. On this basis, the potential for the Project to conflict with an applicable City plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases is considered less-than-significant.

Project Consistency with State Plans and Policies

State of California Plans and Policies adopted for the purpose of reducing the emissions of GHGs are reflected in the CARB Final 2017 Scoping Plan Update (2017 Scoping Plan). Project consistency with the 2017 Scoping Plan is summarized at Table 8-2.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Table 8-2
Project Consistency with 2017 Scoping Plan

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Consistent. The Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly-owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Consistent. The Project would be designed and constructed to implement the energy efficiency measures, where applicable, by including several measures designed to reduce energy consumption. The Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty EVs by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC),	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030.	California Department of Transportation (Caltrans), CEC, OPR, Local Agencies			Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.	
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.				Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.	
Medium- and Heavy-Duty GHG Phase 2.				Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.	
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_x standard.				Consistent. This measure is not within the purview of this Project. The Project would not interfere with or obstruct agency efforts providing for transition to innovative clean transit options.	

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
Last Mile Delivery: New regulation that would result in the use of low NO_x or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for Class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		Consistent. This measure is not within the purview of this Project. The Project would not interfere with or obstruct with agency last mile delivery strategies.			
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		Consistent. Implementation of SB 375 is beyond the purview of the Project. The Project would not obstruct or interfere with agency efforts to implement SB 375.			
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Consistent. Implementation of SB 375 is beyond the purview of the Project. The Project would not obstruct or interfere with agency efforts to implement SB 375.			

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Consistent. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.			
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Consistent. Implementation of pricing policies to support low-GHG transportation is beyond the purview of the Project. The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.			
Implement California Sustainable Freight Action Plan					
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC,	Consistent. This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to improve freight system efficiency.			

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	GO-Biz	Consistent. Freight vehicles accessing the Project site would transition to ZEV and near-ZEV modes consistent with market and regulatory conditions. The Project would not interfere with or obstruct agency efforts to deploy 100,000 ZEV/near-ZEV freight vehicles.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	Consistent. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, California State Water Resource Control Board (SWRCB), Local Air Districts	Consistent. This measure is not within the purview of this Project. The Project would not interfere with or obstruct agency methane, hydrofluorocarbon, and black carbon emissions reduction strategies.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Consistent. This measure is not within the purview of this Project. The Project would not interfere with or obstruct agency efforts to develop and implement organic waste landfill reduction measures.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB			Consistent. This measure is not within the purview of this Project. The Project site is not an identified property that needs to be conserved. The Project would not interfere with or obstruct agency strategies that would protect land from conversion.	
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.				Consistent. The Project site is fully developed with asphalt/paved surfaces and currently functions a long-term vehicle storage/holding area. The site is not a property that would provide for meaningful carbon storage or carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.	
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.				Consistent. Where appropriate, Project designs will incorporate wood or wood products. The Project would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.	
Establish scenario projections to serve as the foundation for the Implementation Plan.				Consistent. This measure is not within the purview of this Project. The Project would not interfere with or obstruct agency efforts to develop scenario projections providing a foundation for the Implementation Plan.	
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.	CARB			Consistent. This measure is not within the purview of this Project. The Project would not interfere with or obstruct agency efforts to establish a carbon accounting framework.	

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Consistent. This measure is not within the purview of this Project. The Project would not interfere with or obstruct agency efforts to implement a Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Consistent. This measure is not within the purview of this Project. The Project would not interfere with agency efforts to identify and expand GHG reductions funding and financing mechanisms.

Source: *Pacific Pointe West, Greenhouse Gas Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.

As summarized at Table 8-2, the Project would support and would not conflict with State plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases. The Project potential impacts in these regards would therefore be less-than-significant.

9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	6, 23, 25	☐	☒	☐	☐

a. Less-Than-Significant Impact With Mitigation.

Existing Conditions

Development and occupation of the Project could result in exposure of persons to pre-existing hazardous conditions affecting the site. Measures addressing these hazards or potentially hazardous conditions are described in *Environmental Summary, North Airport Facility Divestment,*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

The Boeing Company, Long Beach, California, April 9, 2020 (Environmental Summary, MND Appendix F):

> "Subsurface environmental assessments, clean-up, sale, redevelopment, and future use of the Property is governed by a number of requirements, conditions, and restrictions associated with a Cleanup and Abatement Order (CAO) issued by the California Regional Water Quality Control Board, Los Angeles Region (RWQCB-LA). The CAO will remain in-place and in-force for the foreseeable future, including after the sale of the Property. Boeing will remain responsible for completed [sic] the CAO remedial requirements. New owners, developers, and occupants will be required to adhere to RWQCB-LA's access and inspection rights associated with the CAO" (Environmental Summary, p. 1).

As means of addressing site contamination concerns, Boeing has initiated various site remedial actions per the CAO, and has constructed supporting on-site remediation environmental infrastructure.

With specific regard to the Project site (location of the former Paramount Carson RV and Boat Storage Facility), the Environmental Assessment provides the following:

> Soil impacts at the RV Storage [Paramount Carson RV and Boat Storage Facility] property were remediated by SVE [soil vapor extraction] and RWQCB-LA issued an unrestricted no further action letter subject to satisfactory completion of the yet-to-be-performed ACER [Assessment Confirmation and Expedited Remediation] program. Boeing will be responsible to complete the ACER program for the RV Storage property after close of the sale and will restrict redevelopment until a no further action letter is obtained from the Agency [RWQCB-LA] (estimated at approximately 18 months following ACER initiation). Buyer shall vacate RV Storage tenants and complete

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

demolition (e.g., remove modular trailer, subsurface RV 'dump station,' and asphalt) within 24 months of closing escrow" (Environmental Summary, p. 1).

Boeing has completed the requisite ACER program and a "no further action" letter has been obtained from RWQCB-LA. The Environmental Summary also outlines various "Buyer Redevelopment Obligations" that would act to preclude potentially hazardous conditions associated with development and occupation of the Project site. Applicable Obligations are presented here as Mitigation Measures HAZ-1 through HAZ-4.

Mitigation Measures

HAZ-1 *Prior to any redevelopment activities, the Applicant shall prepare an "Environmental Infrastructure Avoidance Plan" intended to avoid conflict and damage to existing environmental infrastructure (e.g., wells, pipelines, treatment systems) and shall include as appropriate at a minimum the following requirements:*

- *A qualified Project Environmental Monitor shall be present onsite to oversee initial site development activities which may require hazards/hazardous conditions or remediation oversight. Such activities would include site-disturbing activities, or when construction activities are planned proximate to existing remediation infrastructure;*
- *Periodic on-site meetings with all contractors, developers, and Boeing representatives to review the easements, constraints, and general coordination;*
- *Stripe or demarcate environmental easements and features and add visual delineators to ensure the boundaries of such are clear to all workers; and*
- *Install steel plating covers in critical areas.*

HAZ-2 *The Applicant shall not construct new buildings or any other permanent infrastructure over or within recorded environmental easements without prior authorization from Boeing.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

HAZ-3 *The Applicant, developers, future owners and occupants shall adhere to ongoing requirements of the CAO (e.g., RWQCB-LA access and inspection rights) and groundwater monitoring and contingency plans.*

HAZ-4 *The Applicant shall comply with all Lead Agency and RWQCB-LA requirements for onsite reuse of crushed miscellaneous base (CMB) or stockpiled material as backfill material.*

Mandatory completion of the ACER program by Boeing and implementation of Mitigation Measures HAZ-1 through HAZ-4 by the Project ensures that the potential for development and occupation of the Project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be reduced to levels that would be less-than-significant.

Project Uses

Light industrial uses proposed by the Project are not considered hazardous. Nor does the Project propose or require facilities or operations involving inherent substantial hazards.

During the normal course of construction and operation activities, there would be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Project site. However, the Project would be required to comply with all City and County Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials. The Project does not propose or require uses or activities that would result in atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies.

Further, any occupancies that would store or use hazardous materials would be required to comply with California Hazardous Materials Business Plan (HMBP) requirements (California Health & Safety Code, Division 20, Chapter 6.95) The HMBP contains detailed information on

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment, from a release or threatened release of a hazardous material. The HMBP also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities.

The Project does not propose or require uses that would handle hazardous or acutely hazardous materials, substances, or waste. Heavy duty truck traffic accessing the Project would generate diesel particulate matter (DPM). DPM is a known carcinogen. The Project Mobile Source Health Risk Assessment (Project HRA, IS/MND Appendix A) substantiates that Project-source DPM emissions would not result in potentially significant hazardous impacts. Based on the preceding, the potential for the Project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials is considered less-than-significant.

(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	6, 23, 25	☐	☒	☐	☐

b. Less-Than-Significant Impact With Mitigation. As discussed at Checklist Item 9(a), Mitigation Measures HAZ-1 through HAZ-4 (above) are incorporated to ensure that potential pre-existing hazards or hazardous conditions affecting the subject site are fully remediated. As also noted at Checklist Item 9(a), the Project light industrial uses would not result in or cause exposure(s) to hazards or potentially hazardous conditions. Nor does the Project propose or require facilities or operations involving inherent substantial hazards. On this basis, with application of mitigation, the potential for the Project to create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

release of hazardous materials into the environment is considered less-than-significant. Please refer also to the discussion at Checklist Item 9 a) above.

(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	6, 23, 25	☐	☐	☐	☒

c. No Impact. James Madison Elementary School is located approximately 4,050 feet north of the Project site, and is the school nearest the Project site. There are no schools proposed within one-quarter mile of the Project site. The Project does not propose facilities or occupancies that would be sources of hazardous or acutely hazardous materials, substances, or waste. Potential effects of Project-source DPM emissions have been evaluated herein and substantiated to be less-than-significant.

Further, as noted above at Checklist Item 9(a), any Project occupancies that would store or use hazardous materials would be required to comply with California HMBP requirements. The HMBP contains detailed information on the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment, from a release or threatened release of a hazardous material. The HMBP also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities.

Based on the preceding, there is no potential for the Project to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a	6, 23, 25	☐	☒	☐	☐

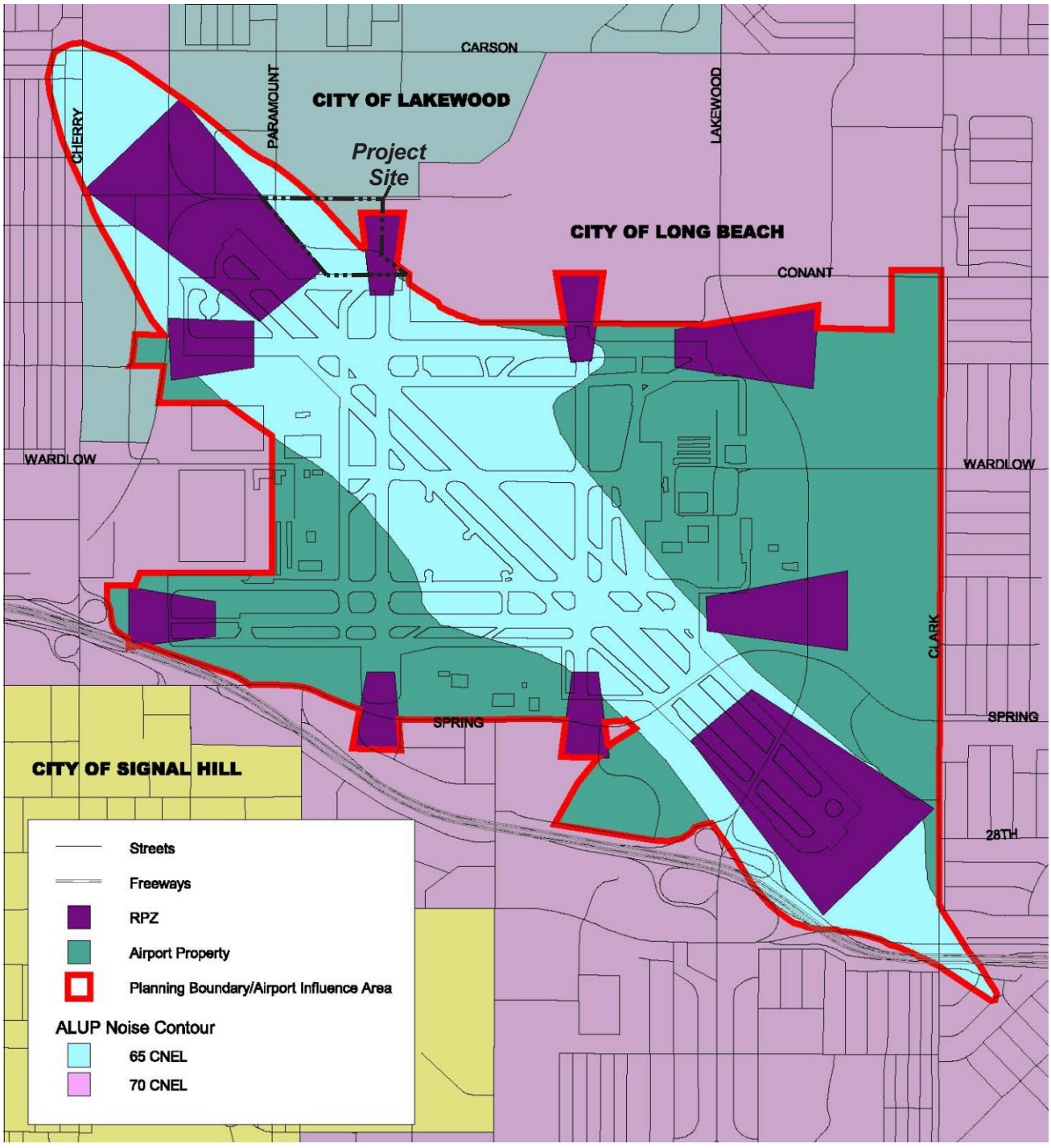
ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
significant hazard to the public or the environment?					

d. Less-Than-Significant Impact With Mitigation. As discussed at Checklist Item 9(a), Mitigation Measures HAZ-1 through HAZ-4 are incorporated to ensure that potential pre-existing hazards or hazardous conditions affecting the subject site are fully remediated. These measures ensure that any activities affecting the site, or any development of the site would not create a significant hazard to the public or the environment.

(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	6, 8, 15, 17, 25	☐	☐	☒	☐

e. Less-Than-Significant Impact. The Los Angeles County Airport Land Use Commission has adopted an Airport Environs Land Use Plan (AELUP) for Los Angeles County airports, including Long Beach Airport (Airport). Western portions of the Project site lie within the Planning Boundary/Airport Influence Area for Long Beach Airport. The Project site lies within the 65 CNEL contour of the Airport. However, the Project light industrial uses are not noise-sensitive. Location of the Project site in relation to the Long Beach Airport Planning Boundary/Influence Area is presented at Figure 9-1. It is noted here that the Airport Runway Protection Zone (RPZ) indicated at the eastern portion of the Project site has been decommissioned.[3]

3 April 21, 2022 email communication from County of Los Angeles Department of Regional Planning.



Source: LA County Airport Land Use Commission; Applied Planning, Inc.

Figure 9-1
Project Site Location Within
Airport Planning Boundary/Influence Area

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

To ensure that the Project is not adversely affected by Airport operations, and to avoid potential conflicts between the Project and the Airport, the Project is required to comply with Federal Aviation Administration (FAA) safety requirements and conditions of approval established at Federal Aviation Regulations (FAR) Part 77. The Project has been reviewed by the FAA, and the FAA has issued "Determination(s) of No Hazard to Air Navigation" [(FAA) 03/17/2021, IS/MND Appendix F]. The Determinations found that the Project structures would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities (Determinations, p. 1). The Project would be required to comply with all FAA conditions, ensuring that the potential for the Project to result in a safety hazard or excessive noise for people residing or working in the Project area would remain at levels that would be less-than-significant. Through established design and development review processes, the City would ensure that all FAA Conditions of Approval would be met prior to the issuance of development permits.

Additionally, at the City's discretion, the Project may be submitted for to the ALUC for review. The Project would comply with ALUC Conditions if/as stipulated by the City.

Based on the preceding, the potential for the Project to result in a safety hazard or excessive noise for people residing or working in the project area is considered less-than-significant.

(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	12, 29	☐	☐	☒	☐

f. Less-Than-Significant Impact. The Project does not propose or require permanent alteration of vehicle circulation routes, and would not interfere with any identified emergency response or emergency evacuation plan. Consistent with City policies, coordination with the local fire and police departments during pre-construction review of Project plans would ensure that potential interference with emergency response plans and evacuation plans are avoided. Moreover,

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

potential temporary access and circulation system disruptions and/or detours are addressed through the Project Construction Traffic Management Plan presented at IS/MND Section 2.0 *Project Description*. Based on the preceding, the potential for the Project to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan is considered less-than-significant.

(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	12, 25, 29	☐	☐	☒	☐

g. Less-Than-Significant Impact. The Project site was previously used as a vehicle parking/holding area. Former paved/asphalt surfaces within the Project site have been demolished, and the resulting crushed pavement and asphalt are currently stockpiled within the Project site. No wildlands are located in the vicinity of the site. The Project site is not located within a Very High Fire Hazard Severity zone. Fire protection services are provided to the City and the Project site by the Los Angeles County Fire Department. Pre-construction coordination with Fire Department staff and adherence to Fire Department regulations during construction and operation of the Project would be required, thereby minimizing fire hazards generally.
Based on the preceding, the potential for the Project to expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires is considered less-than-significant.

10. HYDROLOGY AND WATER QUALITY. Would the project:

(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	25, 29	☐	☐	☒	☐

a. Less-Than-Significant Impact. Consistent with City requirements, a Water Quality Management Plan (WQMP) and Storm Water Pollution Prevention Plan (SWPPP) would be prepared for the Project. City review and approval of these documents is required prior to

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

issuance of Grading Permits. The Project would also be required to comply with City standard conditions of approval addressing water quality standards and waste discharge requirements; and with water quality standards and stormwater discharge requirements established by the City and the Los Angeles County Regional Water Quality Control Board (LARWQCB).

Implementation of an approved SWPPP and WQMP, and compliance with City and LARWQCB requirements addressing water quality standards and stormwater discharge standards would ensure that the potential for the Project to violate water quality standards or otherwise adversely affect water quality would be maintained at levels that would be less-than-significant.

(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	25, 29	☐	☐	☒	☐

b. Less-Than-Significant Impact. Direct additions to or withdrawals of groundwater are not proposed or required by the Project. Construction proposed by the Project would not involve massive substructures at depths that would significantly impair or alter the direction or rate of flow of groundwater. The Project does not propose or require uses or facilities that would affect designated groundwater recharge areas. On this basis, the potential for the Project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin is considered less-than-significant.

(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:					
i)	Result in substantial erosion or siltation on- or off-site;	25, 29	☐	☐	☒	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

i. Less-Than-Significant Impact. Existing easterly trending drainage patterns would be maintained under the developed Project. The Project does not propose or require alteration of the course(s) of any streams or rivers.

Potential erosion impacts incurred during construction activities are mitigated below the level of significance through the Project's mandated compliance with a City-approved SWPPP and compliance with SCAQMD [fugitive dust] Rules that prohibit grading activities and site disturbance during high wind events. Additionally, a Grading and Drainage Plan must be approved by the City prior to issuance of grading permits.

As proposed under the Project stormwater management concept, developed stormwaters within the Project site would be directed generally east/southeast toward Conant Street. The Project would construct all necessary storm drain improvements and storm drain connections per City requirements. All Project stormwater management systems and improvements would be development-specific and localized to the Project area.

The rate and amount of surface water runoff from the developed Project site would be controlled via the Project stormwater management system and Project WQMP so as to preclude substantial erosion, siltation, flooding, exceedance of stormwater drainage system capacities, or contribution of substantial additional pollutants. All Project stormwater management system improvements and the Project WQMP are subject to review and approval by the City.

The Project site is not located within a designated flood zone and is not subject to substantial flood flows. The Project does not propose uses or facilities that would otherwise impede or redirect flood flows. The Project site is not located within a flood hazard area. In addition, the Project site does not contain any watercourses, drainage areas or courses, or flood flows that would be affected by the Project.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Based on the preceding, the Project's potential to: substantially alter the existing drainage pattern of the site or area in a manner which would result in a substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows is less-than-significant.

ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	25, 29	☐	☐	☒	☐

ii. Less-Than-Significant Impact. Please refer to response at Checklist Item 10c i.

iii)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	25, 29	☐	☐	☒	☐

iii. Less-Than-Significant Impact. Please refer to response at Checklist Item 10c i.

iv)	Impede or redirect flood flows?	25, 29	☐	☐	☒	☐

iv. Less-Than-Significant Impact. Please refer to response at Checklist Item 10c i.

(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	25, 29	☐	☐	☒	☐

d. Less-Than-Significant Impact. The Project site is located approximately 4 miles inland and is not subject to tsunami hazards. The Project site is not located in a dam inundation area or near a body of water that would be subject to seiche events.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Additionally, the Project uses would be required to develop and implement Hazardous Materials Release Response Plans and Inventory (Business Plans). These Business Plans specifically address storage and use of hazardous materials so as to minimize their potential release and containment under emergency conditions, such as flooding. The Business Plans also incorporate measures to reduce potential effects of hazardous materials and related pollutants if released.

Based on the preceding, the potential for release of pollutants due to Project inundation under a flood, tsunami, or seiche event is considered less-than-significant.

(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	25, 29	☐	☐	☐	☒

e. No Impact. The Project does not propose or require uses or facilities that would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Project would have no impacts in these regards.

11. LAND USE AND PLANNING. Would the project:

(a)	Physically divide an established community?	25, 29	☐	☐	☐	☒

a. No Impact. No established community is located within the Project site. The Project would not otherwise result in potential division of an established community. The Project would have no impacts in these regards.

(b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	12, 14, 25, 29	☐	☐	☒	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

b. Less-Than-Significant Impact. Land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects are established under the City of Lakewood General Plan, the City of Lakewood Municipal Code generally, and Municipal Code Article 09 (IX), *Planning-Zoning* specifically. It is noted here that the shared City of Lakewood/City of Long Beach Boundary diverges from the alignment of Conant Street at the southeasterly limits of the Project site. As a result, the extreme southeasterly portion of the Project site (approximately 2.5 acres) technically lies within the City of Long Beach. No structures will be constructed in this portion of the Project site. Improvements in this area would be limited to access/roadway improvements, parking, and landscaping.

The light industrial uses proposed by the Project are allowed under the site's existing Industrial Land Use designation. The Project does not propose or require uses that would conflict with or obstruct General Plan plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. The Project does not propose or require amendment of the site's General Plan Industrial Land Use designation. Via the City's design and development review processes, the Project would be required to comply with and implement City plans, policies, and regulations established for the General Plan Industrial Land Use designation.

Zoning of the Project site is Heavy Manufacturing (M-2). Uses proposed by the Project are permitted, or are conditionally permitted in the Heavy Manufacturing Zoning District. The Project does not propose or require uses that would conflict with or obstruct Municipal Code (Zoning-Planning) plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. The Project does not propose or require amendment of the site's Heavy Manufacturing Zoning designation. Via the City's design and development review processes, the Project would be required to comply with and implement City policies established for the Heavy Manufacturing Zoning District.

Moreover, the Project would be required to comply with and implement Mitigation Measures identified herein, reducing potentially significant environmental impacts of the Project to levels

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

that would be less-than-significant. Collectively, compliance with provisions of the General Plan Policies, Municipal Code, and the IS/MND Mitigation Measures act to ensure that potential environmental effects that may result from land uses implemented under the Project remain at levels that would be less-than-significant. On this basis, the potential for the Project to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect is considered less-than-significant.

12. MINERAL RESOURCES. Would the project:

(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	25, 29	☐	☐	☐	☒

a. No Impact. The Project site is not designated as a State Aggregate Resources Area or as a valuable mineral resource recovery site. Nor does the Project propose or require uses or activities that would affect off-site mineral resources. The Project would have no impact on the availability of known mineral resources.

(b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	25, 29	☐	☐	☐	☒

b. No Impact. Please refer to response at Checklist Item 12a.

13. NOISE. Would the project result in:

(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	12, 24, 25, 26	☐	☐	☒	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

a. Less-Than-Significant Impact.

Overview

The Project proposes conventional light industrial/commercial-retail development within an urban context. Project construction activities would result in temporary and intermittent increases in area noise levels. Project operations would result in permanent increases in area noise levels.

Detailed analysis of potential Project noise and vibration impacts is presented in *Pacific Pointe West, Noise and Vibration Analysis, City of Lakewood* (Urban Crossroads, Inc) April 18, 2022 (Project Noise/Vibration Analysis, IS/MND Appendix G). Temporary and intermittent Project construction-source noise impacts would be less-than-significant. Long-term operational-source noise impacts would also be less-than-significant. Substantiating discussions are provided below.

Noise Impact Significance Criteria

The significance criteria presented at Table 13-1 were employed in evaluating the Project potential noise/vibration impacts. These significance criteria are based on available City standards. In instances where City standards do not exist, criteria reflect best management practices and standards of relevant state and federal noise impact analysis guidance. Please refer also to Project Noise Impact Analysis Section 4, *Significance Criteria*. Project noise levels exceeding the criteria presented at Table 13-1 would be considered potentially significant impacts.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Table 13-1
Noise/Vibration Impact Significance Criteria

Analysis Scenario	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive[1]	if ambient is < 60 dBA L_{eq}[1]	≥ 5 dBA CNEL Project increase	
		if ambient is 60 - 65 dBA L_{eq}[1]	≥ 3 dBA CNEL Project increase	
		if ambient is > 65 dBA L_{eq}[1]	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive[2]	if ambient is > 70 dBA CNEL[2]	≥ 3 dBA CNEL Project increase	
Project Operations	Noise-Sensitive	Per County of Los Angeles/City of Long Beach	50 dBA L_{eq}	45 dBA L_{eq}
		if ambient is < 60 dBA L_{eq}[1]	≥ 5 dBA L_{eq} Project increase	
		if ambient is 60 - 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase	
		if ambient is > 65 dBA L_{eq}[1]	≥ 1.5 dBA L_{eq} Project increase	
Project Construction	Noise-Sensitive	Permitted hours of 7:00 a.m. to 10:00 p.m. on weekdays, 9:00 a.m. to 10:00 p.m. on weekends.[3]		
		Noise Level Threshold	80 dBA L_{eq}[4]	
		Vibration Level Threshold[5]	0.3 PPV (in/sec)	

Source: *Pacific Pointe West, Noise and Vibration Analysis, City of Lakewood* (Urban Crossroads, Inc) April 18, 2022.
[1] FICON, 1992.
[2] Governor's Office of Planning and Research (OPR) Appendix D: Noise Element Guidelines.
[3] City of Lakewood Municipal Code, Section 8.36.010(B)[8] (Appendix 3.3).
[4] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[5] Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19.
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

Sensitive Receptors

Noise-sensitive receptors are defined as land uses or occupancies that could be adversely affected by unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Sensitive receptor locations (R1 – R4) that could be potentially affected by Project-source noise are summarized at Table 13-2. In all instances, the modeled receptors represent likely maximum impact conditions at locations potentially affected by Project-source noise. For receptors at distances greater than those of the modeled receptors,

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

noise impacts would be reduced as noise levels attenuate due to distance and intervening structures.

Table 13-2
Sensitive Receptor Locations

Location	Description
R1	Location R1 is located in the City of Lakewood and represents the Lakewood Golf Course at 3101 East Carson Street, approximately 107 feet north of the Project site across Cover Street. R1 is placed at the golf course. A 24-hour noise measurement (L1) was taken near this location to describe the existing ambient noise environment.
R2	Location R2 is located in the City of Lakewood and represents the existing residence at 4114 Lakewood Drive, approximately 3,315 feet northeast of the Project site. R2 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement (L2) was taken near this location to describe the existing ambient noise environment.
R3	Location R3 is located in the City of Long Beach and represents the existing residence at 3763 Cherry Ave, approximately 2,241 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the residential building façade. A 24-hour noise measurement (L3) near this location is used to describe the existing ambient noise environment.
R4	Location R4 is located in the City of Long Beach and represents the existing residence at 3829 Cherry Ave, approximately 2,142 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R4 is placed at the residential building façade. A 24-hour noise measurement (L4) was taken near this location to describe the existing ambient noise environment.

Source: *Pacific Pointe West, Noise and Vibration Analysis, City of Lakewood* (Urban Crossroads, Inc) April 18, 2022.

Ambient Conditions

Incremental noise impacts of the Project have been evaluated in the context of ambient noise conditions. Ambient noise levels at the Project site are largely defined by noise generated by traffic along area roads, and noise resulting from operations of the Long Beach Airport. Ambient noise levels recorded at proximate sensitive receptors are summarized at Table 13-3.

Table 13-3
24-Hour Ambient Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA L_{eq})	
		Daytime	Nighttime
L1	Located at the northern edge of the Project Site along Cover Street.	58.4	53.6
L2	Located northeast of the Project Site across the street from the single-family residence at 4114 Lakewood Drive.	58.4	53.0
L3	Located west of the Project Site near the single-family residence at 3763 Cherry Avenue.	65.3	61.5
L4	Located west of the Project Site near single-family residence at 3855 Cherry Avenue.	75.6	71.8

Source: *Pacific Pointe West, Noise and Vibration Analysis, City of Lakewood* (Urban Crossroads, Inc) April 18, 2022.
Notes: "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Construction-Source Noise Impacts

Project construction noise-generating activities would include: demolition, site preparation, grading, building construction, paving, and architectural coating. Project construction-source noise has the potential to result in a substantial temporary or periodic increase in ambient noise levels. The Project would not otherwise result in sources of potentially substantial temporary or periodic noise.

The Project Noise Impact Analysis substantiates that at potentially affected receivers, the maximum Project construction-source noise levels would range from 45.1 dBA L_{eq} to 62.2 dBA L_{eq} (Project Noise Impact Analysis, p. 48). The received noise levels would not exceed the 80 dBA L_{eq} threshold condition identified at Table 13-1. Construction-source noise impacts would therefore be less-than-significant.

Operational-Source Noise Impacts

Project operational noise sources would include noise generated by on-site activities (stationary/area sources) and noise generated by Project traffic (vehicular sources). As discussed below, Project stationary/area-source noise and Project vehicular-source would not result in or cause an increase in ambient noise levels in excess of applicable standards. Project operational-source noise impacts would therefore be less-than-significant.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Stationary/Area-Source Noise Impacts

Stationary/area-source noise would be generated by loading dock activities, roof-top air conditioning units, solid waste collection, general parking lot vehicle movements, and truck travel. The Project Noise Impact Analysis substantiates that at potentially affected receivers, Project stationary/area-source noise levels would range from 32.0 to 44.2 dBA L_{eq} during the daytime and 30.9 to 42.2 dBA L_{eq} during the nighttime (Project Noise Impact Analysis, pp. 41, 42). As discussed below, the Project Noise Impact Analysis further substantiates that Project stationary/area-source noise when added to ambient conditions would not cause or result in exceedance of applicable thresholds. Per the criteria at Table 13-1, depending on the ambient condition, incremental operational/area-source noise contributions of 1.5 – 5 dBA L_{eq} would be within acceptable threshold parameters.

The daytime ambient condition at potentially affected receivers ranges from 58.5 dBA L_{eq} to 75.6 dBA L_{eq} (Project Noise Impact Analysis, p. 43). With the Project noise contributions added, the daytime noise levels would range from 52.6 dBA L_{eq} to 73.1 dBA $L_{eq.}$ Under daytime conditions, incremental Project stationary/area-source noise contributions would be at most 0.1 dBA L_{eq}, and would therefore not exceed the applicable incremental thresholds of 1.5 – 5.0 dBA L_{eq} (Project Noise Impact Analysis, p. 43). Impacts would therefore be less-than-significant.

The nighttime ambient condition at potentially affected receivers ranges from 53.0 dBA L_{eq} to 71.8 dBA L_{eq} (Project Noise Impact Analysis, p. 44). Under nighttime conditions, incremental Project stationary/area-source noise contributions would be at most 0.3 dBA L_{eq}, and would therefore not exceed the applicable incremental thresholds of 1.5 – 5.0 dBA L_{eq} (Project Noise Impact Analysis, p. 44). Impacts would therefore be less-than-significant.

Vehicular-Source Noise Impacts

The Project Noise Impact Analysis evaluated vehicular-source impacts under the following scenarios:

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Existing Without / With Project, and Opening Year Cumulative (OYC) 2023 Without / With Project. Traffic volumes employed in the vehicular-source noise impact analysis were obtained from *Pacific Pointe West, Traffic Analysis* (Urban Crossroads, Inc.) February 14, 2022.

Per the criteria at Table 13-1, depending on the ambient condition, incremental vehicular-source noise contributions of 1.5 – 5.0 dBA CNEL at noise-sensitive receptors would be within acceptable threshold parameters; and incremental vehicular-source noise contributions of less than 3.0 dBA CNEL at non-sensitive receptors would be within acceptable threshold parameters. As summarized below, the Project Noise Impact Analysis substantiates that under all scenarios, Project vehicular-source noise contributions would not exceed the applicable incremental thresholds of 1.5 – 5.0 dBA CNEL at noise-sensitive receptors; or 3.0 dBA CNEL at non-sensitive receptors. Vehicular-source noise impacts would therefore be less-than-significant.

Existing Conditions with Project Scenario

Under the Existing Condition with Project scenario, Project traffic would generate a noise level increase of up to 0.4 dBA CNEL at Study Area noise-sensitive receptors; and up to 1.5 dBA CNEL at non-sensitive receptors. Project vehicular-source noise contributions would therefore not result in unacceptable incremental increases in exterior noise conditions (Project Noise Impact Analysis, p. 34). Project vehicular-source noise contributions under the "Existing Conditions with Project Scenario" would therefore be less-than-significant.

OYC 2023 with Project Scenario

Under the OYC 2023 with Project scenario, Project traffic would generate a noise level increase of up to up to 0.4 dBA CNEL at Study Area noise-sensitive receptors; and up to 1.5 dBA CNEL at non-sensitive receptors. Project vehicular-source noise contributions would therefore not result in unacceptable incremental increases in exterior noise conditions (Project Noise Impact Analysis, p. 34). Project vehicular-source noise contributions under the "OYC with Project Scenario" would therefore be less-than-significant.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
(b) Generation of excessive groundborne vibration or groundborne noise levels?	24	☐	☐	☒	☐

b. Less-Than-Significant Impact. Project construction activities could result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. The Project would not otherwise be a source of vibration.

The Project Noise Impact Analysis noise analysis substantiates that at potentially affected receivers, the maximum received Project construction-source vibration levels would range from 0.000 Peak Particle Velocity (PPV, inches/second), to 0.010 PPV (Project Noise Impact Analysis, p. 50). The received vibration levels would not exceed the 0.03 PPV significance threshold identified at Table 13-1. Vibration Impacts would therefore be less-than-significant.

(c) For a project located within the vicinity of a private air strip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	15, 17, 24	☐	☐	☒	☐

c. Less-Than-Significant Impact. The Project site is located north of the Long Beach Airport (LGB). This places the Project site within the LGB Airport Influence Area according to the Long Beach Airport, Airport Influence Area Map published by the Los Angeles County Airport Land Use Commission. Since the Project site is located within the LGB Airport Influence Area, the Project is subject to the Noise Criteria in the Land Use Compatibility Table in the Los Angeles County Airport Land Use Plan. Per the Long Beach Airport, Airport Influence Area Map, the Project site is located within the LGB Airport Influence Area but outside the 70 dBA CNEL airport noise impact zone. Please refer to Noise Impact Analysis, Exhibit 3-B. According to the Land Use Compatibility Table, industrial land uses such as those proposed by the Project, if located outside the 70 dBA CNEL noise level contours of LGB, are considered an acceptable land

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

use. The Project does not propose or require uses that would contribute to airport/aircraft noise impacts. On this basis, the potential for the Project to expose people residing or working in the Project area to excessive noise levels is considered less-than-significant.

14. POPULATION AND HOUSING. Would the project:

(a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	25, 29	☐	☐	☒	☐

a. Less-Than-Significant Impact.

Direct Population Growth Inducement

The Project does not propose residential uses and would not contribute measurably to direct population growth.

Indirect Growth Inducement

Project development could result in indirect population growth through creation of additional jobs. In general terms, job creation furthers growth via wages, salaries and general fiscal benefits; increased demands for housing; and increased demand for consumer goods and services. Jobs created by or resulting from the Project would be typical of area employment opportunities, and would be filled by the local residents with no substantial increase in population. The Project does not propose or require extension of roads or other infrastructure that would induce substantial unplanned growth.

Consistency with Population Growth Projections

SCAG population growth projections reflect assumptions and development scenarios incorporated in local plans including City general plans. As demonstrated in the preceding

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

discussions, the Project is consistent with development anticipated under the General Plan and would not induce or generate growth beyond that reflected in the General Plan. Accordingly, the Project would not result in growth not already anticipated within SCAG population growth projections for the region.

As supported by the preceding discussions, the Project would not directly or indirectly induce substantial unplanned population growth. Impacts in these regards would be less-than-significant.

(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	25, 29	☐	☐	☐	☒

b. No Impact. No housing exists within the Project site. The Project site is not designated for development with residential uses. The Project does not propose or require uses or facilities that would result in displacement of persons or requirements for replacement housing. The Project would have no potential to displace substantial numbers of existing people or housing or necessitate the construction of replacement housing elsewhere.

15. PUBLIC SERVICES

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

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
(i)	Fire protection?	14, 25, 29	☐	☐	☒	☐

i. Less-Than-Significant Impact. Fire suppression and emergency response services are provided by the Los Angeles County Fire Department (Fire Department). The Project would incrementally contribute to area-wide demands for fire suppression and emergency response services. However, the Project comprises infill urban redevelopment that is consistent with General Plan and Zoning of the site, within an area already served by fire protection/emergency response services. The Project would therefore not substantially contribute to additional demands for fire protection services.

The Project's incremental demands for fire protection services are diminished through compliance with City and Fire Department fire prevention/fire suppression design and construction requirements. To these ends, the Project is required to comply with agency-specific criteria outlined in the Project Conditions of Approval. The Project would comply with these Conditions of Approval and subsequent Fire Department requirements that may be identified through the City's final site plan and plan check/building permit review processes. Compliance with these requirements reduces potential demands for, and impacts on, fire protection and emergency response services.

Additionally, the Project would be required to comply with all applicable federal, state, and local regulations governing fire resistant designs, fire suppression systems, adequate fire access, fire flows, and number and locations of hydrants. In combination, these preventive design measures act to reduce demands for fire protection services and reduce adverse effects of fires.

Further, payment of developer impact fees (DIF) would be required based on the City's developer fee schedule in place at the time of development to offset demands on public services including demands on fire protection services.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts is considered less-than-significant.

(ii)	Police protection?	14, 25, 29	☐	☐	☒	☐

ii. Less-Than-Significant Impact. Police protection services for the Project area are provided by the Los Angeles County Sheriff Department (Sheriff Department). The Project would incrementally contribute to area-wide demands for police protection services. However, the Project comprises infill urban redevelopment that is consistent with General Plan and Zoning of the site, within an area already served by police protection services. The Project would therefore not substantially contribute to additional demands for police protection services.

The Project's incremental demands for police protection services are diminished through compliance with City and Sheriff Department site and building safety/security design and construction requirements. To these ends, the Project is required to comply with agency-specific criteria outlined in the Project Conditions of Approval. The Project would comply with these Conditions of Approval and subsequent Sheriff Department requirements that may be identified through the City's final site plan and plan check/building permit review processes. Compliance with these requirements reduces potential demands for, and impacts on, police protection services.

Further, payment of DIF would be required based on the City's developer fee schedule in place at the time of development to offset demands on public services including demands on police protection services.

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered police protection facilities,

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

the construction of which could cause significant environmental impacts is considered less-than-significant.

(iii) Schools? 14, 25, 29 ☐ ☐ ☒ ☐

iii. Less-Than-Significant Impact. The Project comprises infill urban redevelopment that is consistent with General Plan and Zoning of the site, within an area already served by school services. Development of the Project light industrial uses would not substantively affect the City resident population, and would not demonstrably affect demands for population-driven demands for school services. Mandated school impact fees would be paid acting to offset Project-source incremental demands on school services. On this basis, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered school facilities is considered less-than-significant.

(iv) Parks? 14, 25, 29 ☐ ☐ ☒ ☐

iv. Less-Than-Significant Impact. The Project comprises infill urban redevelopment that is consistent with General Plan and Zoning of the site, within an area already served by parks. Development of the Project light industrial uses would not substantively affect the City resident population, and would not demonstrably affect population-driven demands for park services or parks facilities. On this basis, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered park facilities is considered less-than-significant.

(v) Other public facilities? 14, 25, 29 ☐ ☐ ☒ ☐

v. Less-Than-Significant Impact. Development of the Project would require established public agency oversight including, but not limited to, various plan check and permitting actions by the City. Impacts of the Project would fall within routine tasks of these agencies/departments and are paid for via plan check and inspection fees. Impacts of the Project would therefore not be of

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

such magnitude that new or physically altered facilities would be required. Further, payment of developer DIF would be required based on the City's developer fee schedule in place at the time of development to offset demands on public services including demands on "other public facilities."

On this basis, the potential for the Project to result in substantial adverse physical impacts associated with new or physically other public facilities is therefore considered less-than-significant.

16. RECREATION:

(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	14, 25, 29	☐	☐	☒	☐

a. Less-Than-Significant Impact. The Project comprises infill urban redevelopment that is consistent with General Plan and Zoning of the site, within an area already served by parks and recreational facilities. Development of the Project light industrial uses would not substantively affect the City resident population, and would not demonstrably affect population-driven use of neighborhood and regional parks or other recreational facilities.

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the increased use of existing neighborhood and regional parks or other parks and recreational facilities is considered less-than-significant.

(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	14, 25, 29	☐	☐	☒	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

b. Less-Than-Significant Impact. The Project comprises infill urban redevelopment that is consistent with General Plan and Zoning of the site, within an area already served by recreational facilities. The Project does not propose or require recreational facilities. Development of the Project light industrial uses would not substantively affect the City resident population, and would not demonstrably affect population-driven demands for recreational facilities.

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the construction or expansion of recreational facilities is considered less-than-significant.

17. TRANSPORTATION. Would the project:

(a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	4, 11, 16, 18, 25, 26	☐	☐	☒	☐

a. Less-Than-Significant Impact. As summarized below, the Project does not propose or require uses or facilities that would potentially conflict with a program plan, ordinance or policy addressing the circulation system.

Project Design and Access

The Project proposes light industrial uses within an urbanizing context, proximate to, and readily accessible from regional and local roadways. In these regards, the Project setting proximate to transportation corridors facilitates access to the Project generally acting to reduce transportation-source energy consumption. The Project would construct site adjacent access and roadway improvements consistent with recommendations of the Project Traffic Analysis (*Pacific Pointe West, Traffic Analysis, City of Lakewood* [Urban Crossroads, Inc.] February 14, 2022, Project TIA, IS/MND Appendix H) and pursuant to the Project Conditions of Approval. Additionally,

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

consistent with City requirements, the Project would pay DIF providing for improvement of the area circulation system, acting to offset incremental effects of Project traffic.

Alternative Transportation Modes

Availability of alternative transportation modes described below would act to generally reduce commuter-related fuel consumption.

Bus Service

Long Beach Transit (LBT) provides bus service to the City of Lakewood and surrounding areas. LBT route maps and schedules are available at: https://ridelbt.com/routes-and-services/.

LBT Route 101 currently provides bus services along Carson Avenue (E – W), approximately 0.3 miles north of the Project site. LBT Route 21 currently provides bus services along Cherry Avenue (N – S), approximately 0.4 miles west of the Project site.

Bus service routes and schedules are reviewed and updated by LBT periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. The Project Applicant would work in conjunction with LBT to potentially accommodate bus service to the site.

Rail Service

Los Angeles County Metropolitan Transit Authority (LA Metro) provides light rail transit services to the City of Lakewood. LA Metro "A Line" traverses the City along a generally northwest – southeast orientation. The nearest LA Metro Line A stop is Wardlow Station, approximately 2 miles southwest of the Project site. LA Metro route maps and schedules are available at: https://www.metro.net/riding/schedules/.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Bikeway System

The City has adopted and implemented a Bikeway System. Cover Street, the Project site northern boundary is a designated City bike path. Project improvements affecting Cover Street would include bike path improvements consistent with City requirements. The Existing Bikeway System Map can be accessed at: https://www.lakewoodcity.org/files/assets/public/about/documents/bikemaplakewood.pdf.

Pedestrian Access

Sidewalks exist along Cover Street, the Project site northern boundary. Partial sidewalk improvements exist along Conant Street, the Project site eastern boundary. Project improvements to Cover Street and Conant Street would include sidewalk/pedestrian improvements as may be required by the City.

Regional Plan Consistency

Development of the City pursuant to the General Plan is reflected in Southern California Association of Governments (SCAG) planning efforts and policies including: *Connect SoCal, The 2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 – 2045 SCAG RTP/SCS). The Project is consistent with the General Plan and by extension is reflected in SCAG planning efforts and policies.

Based on the preceding, the potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities would be less-than-significant.

(b)	Would the project conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b)?	22, 26, 27	☐	☐	☒	☐

b. Less-Than-Significant Impact. Consistent with *CEQA Guidelines* Section 15064.3 requirements, an analysis of the Project's potential VMT impacts is presented below. Please refer

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

also to: *Pacific Pointe West, Vehicle Miles Traveled* (VMT) *Analysis* (Urban Crossroads, Inc.) February 25, 2022 (Project VMT Analysis, IS/MND Appendix H).

Methodology Overview

As provided at *CEQA Guidelines* Section 15064.3 (b) (4) "[a] lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure." Appropriate means to develop and implement VMT analysis methodologies are expressed in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (Technical Advisory).

The City of Lakewood has not yet formally adopted a VMT analysis methodology or VMT impact significance thresholds. The adjacent City of Long Beach has however implemented such methodology and significance thresholds. Based on the adjacency of the two cities, and generally similar demographic/transportation profiles, the City of Lakewood has determined that the City of Long Beach Traffic Impact Analysis Guidelines (June of 2020) can effectively and accurately evaluate the Project's potential VMT impacts. Further detail regarding the Project VMT Analysis methodology is provided below.

VMT Metric and Significance Criteria

Per the City of Long Beach Traffic Impact Analysis Guidelines (City Guidelines), for projects that are industrial land use types, VMT per employee is the appropriate metric to evaluate VMT impacts. The Project is an industrial/warehouse land use, and has therefore been evaluated based on the VMT per employee metric. The City Guidelines also establish the following VMT significance thresholds for industrial land use projects.

- No net change in total VMT if consistent with the General Plan Land Use Element; or

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

- 15 percent below the existing regional average VMT per employee if inconsistent with the General Plan Land Use Element. Per the City Guidelines, the regional average VMT per employee for Los Angeles County = 21.2. The applicable VMT threshold is therefore 0.85 x 21.2 = 18.02 VMT per employee.

Within this analysis, the "15 percent below the existing regional average VMT per employee" threshold has been applied, as it more accurately evaluates potential VMT impacts of the Project. In this regard, it is specifically noted that the "no net change in total VMT if consistent with the General Plan Land Use Element" applies to the City of Long Beach General Plan Land Use Plan, and is therefore not directly applicable to the Project considered herein, which is located in the City of Lakewood. Moreover, the "15 percent below the existing regional average VMT per employee" threshold is consistent with and supports broad-based regional VMT analysis methodologies and protocols articulated in the Technical Advisory. In this regard, the Technical Advisory recommends a threshold for development that is 15 percent below existing conditions, measured against a regional average. The "15 percent below the existing regional average VMT per employee threshold" applied here directly corresponds to the OPR Technical Advisory recommendations.

VMT Screening

Consistent with criteria established under the City Guidelines, projects that meet certain screening criteria may be presumed to result in a less-than-significant VMT impact. The City Guidelines establish the following VMT screening criteria:

- Small Projects - Low Trip Generator
- Low VMT Area
- Transit Priority Area
- Other Land Uses

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

In general, projects that satisfy the above criteria do not generate significant traffic volumes, are located proximate to alternative transportation modes, are uses or facilities that act to minimize vehicle trips; and/or comprise institutional/government and public service uses that support community health, safety, and welfare. A land use project need qualify under only one of the above screening criteria to result in a less-than-significant impact. Development proposals that do not qualify under one of the above-listed screening criteria are required to prepare a project-level VMT analysis. The Project considered herein does not qualify under the any of the VMT screening criteria (Project VMT Analysis, pp. 2 – 3). Accordingly, a Project-level VMT analysis has been prepared.

Project VMT Calculation

Per the City Guidelines, for projects generating between 500 and 1,000 ADT, or those with one predominant use, the determination of project VMT may be calculated manually as the product of daily trip generation and trip length in miles for that specific land use. The City Guidelines also identify California Emissions Estimator Model (CalEEMod) as an appropriate tool to estimate project trip lengths.

For the Project evaluated here, trip generation has been based on trip generation rates presented in Trip Generation Manual 11th Edition (Institute of Transportation Engineers) 2021. Project trip lengths were obtained from *Pacific Pointe West, Greenhouse Gas Analysis* (Urban Crossroads, Inc.) April 21, 2022 (Project Greenhouse Gas Analysis) and associated CalEEMod output put files. The Project Greenhouse Gas Analysis is presented at IS/MND Appendix E. Project VMT estimates are summarized at Table 17-1.

Table 17-1
Project VMT Estimates

CalEEMod Trip Length	16.6 Miles
Passenger Cars Home-Based-Work Trips	298
Total Project VMT	4,947

Source: *Pacific Pointe West, Vehicle Miles Traveled (VMT) Analysis* (Urban Crossroads, Inc.) February 25, 2022.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Alternative transportation modes and facilities (e.g., bus service, bicycle routes, pedestrian paths) are generally available within the Study Area and could potentially reduce the Project VMT. However, the VMT-reducing potentials of alternative travel modes were not considered in the Project VMT Analysis. Project VMT estimates considered in this analysis therefore represent the likely maximum Project VMT impact conditions.

Project Employee Calculation

Project tenants are not yet known, and the number of jobs that the Project would generate cannot therefore be precisely determined. For purposes of this analysis, employment estimates were calculated based on Southern California Association of Governments (SCAG) employment factors. Project employment estimates are presented at Table 17-2.

Table 17-2
Project Employment Estimates

Occupancy/Use	Building Area (SF)	Employment Metric	Estimated Employees
Warehouse	356,250	1 employee per 1,094 SF	326
General Light Industrial [Light Manufacturing]	18,750	1 employee per 1,040 SF	18
Total Employees			344

Source: *Pacific Pointe West, Vehicle Miles Traveled (VMT) Analysis* (Urban Crossroads, Inc.) February 25, 2022.

Project VMT per Employee

Reflecting the preceding VMT and Employee estimates, Project VMT per employee estimates are summarized at Table 17-3.

Table 17-3
Project VMT per Employee

Total VMT	4,947
Project Employees	344
Project VMT per Employee	14.38

Source: *Pacific Pointe West, Vehicle Miles Traveled (VMT) Analysis* (Urban Crossroads, Inc.) February 25, 2022.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Project VMT Impact

Table 17-4 compares Project VMT per employee with the City Guidelines impact significance threshold. As indicated at Table 17-4, Project VMT per employee would not exceed the City Guidelines VMT impact significance threshold. On this basis, the Project VMT impact is considered less-than-significant.

Table 17-4
Project VMT Impact

VMT Threshold (VMT per Employee)	18.02
Project VMT per Employee	14.38
Threshold Exceeded?	NO

Source: *Pacific Pointe West, Vehicle Miles Traveled (VMT) Analysis* (Urban Crossroads, Inc.) February 25, 2022.

Cumulative VMT Impacts

The Technical Advisory notes that ". . . metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact" (Technical Advisory, p. 6). As substantiated herein, the Project-level VMT impacts are less-than-significant per the City Guidelines efficiency-based threshold (VMT/employee), and per the Technical Advisory guidance, the Project cumulative VMT impacts would also be less-than-significant.

Induced VMT Analysis

Use of VMT as an environmental impact metric for Transportation Projects is discretionary, per Section 15064.3 (b) (2) of the *CEQA Guidelines*, below:

> (2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

The Technical Advisory states that building new roadways, adding roadway capacity in congested areas, or adding roadway capacity to areas where congestion is expected in the future, typically induces additional vehicle travel. The addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges as project types that would likely lead to a measurable and substantial increase in induced vehicle travel. The Technical Advisory also recognizes that addition of capacity on local or collector streets (provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit) would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis.

The Project would construct site adjacent roadway improvements consistent with City requirements. Construction of these site adjacent roadway facilities consistent with City requirements is not likely to significantly alter regional or interregional travel. The potential for the Project to result in or contribute substantial adverse induced VMT impacts is therefore considered less-than-significant.

Based on the preceding, the potential for the Project to conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b) is considered less-than-significant.

(c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	26, 29	☐	☐	☒	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

Less-Than-Significant Impact. The Project does not propose elements or aspects that would substantially increase transportation/traffic hazards. Moreover, all Project transportation system improvements would be designed and implemented consistent with recommendations presented in the Project Traffic Analysis and per City traffic engineering and safety standards – thereby minimizing the potential to result in or cause hazardous traffic/transportation conditions.

The Project would generate urban traffic comparable to and compatible with the vehicle mix and vehicle categories present within the area roadway system. The Project uses would therefore not cause or result in incompatible vehicle movements or traffic that would substantively increase hazards.

Additionally, pursuant to the Project Construction Traffic Management Plan (please refer to IS/MND Section 2, *Project Description*, *Construction Area Traffic Management Plan*), the Project would be required to maintain appropriate access during construction activities.

Based on the preceding, the potential for the Project to substantially increase hazards due to a geometric design feature or incompatible uses is considered less-than-significant.

(d)	Result in inadequate emergency access?	26, 29	☐	☐	☒	☐

Less-Than-Significant Impact. The Project does not propose or require elements or aspects that would intrinsically increase transportation/traffic hazards or restrict emergency access. In conjunction with the approval of building permits, the City would review all Project designs and plans to assure compliance with applicable emergency access and safety requirements and thereby preclude or resolve any potential emergency access concerns. The potential for the Project to result in inadequate emergency access is therefore less-than-significant. Please refer also to related discussions at Checklist Item 9f.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project:					
(a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	5, 29	☐	☒	☐	☐

i. Less-Than-Significant Impact With Mitigation. Within the Project site, there are no known Tribal Cultural Resources (TCRs) or other resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined at Public Resources Code section 5020.1(k). Nor does the Project propose or require uses or activities that would adversely affect known or likely off-site TCRs.

Tribal Resources Consultation (Consultation) with requesting Tribes has been initiated as provided for under *AB 52, Gatto. Native Americans: California Environmental Quality Act*. Consultation documentation is provided at IS/MND Appendix I.[4] Pursuant to the Consultation

[4] Per the Project Cultural Resources Assessment, "[f]indings were positive during the Sacred Lands File search with the [Native American Heritage Commission] NAHC. The NAHC did not indicate the nature or location of the resource(s), but recommended contacting Gabrieleno/Tongva San Gabriel Band of Mission Indians for more information" (Project Cultural Resources Assessment, p. 9). It is specifically noted that the City has contacted the Gabrieleno/Tongva San Gabriel Band of Mission Indians as part of

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

process, if potentially significant impacts to TCRs are identified, the City and affected Tribe(s) will mutually agree to measures that would avoid or mitigate these impacts. Alternatively, affected parties acting good faith and after reasonable effort, may conclude that a mutual agreement cannot be reached.

Protective Mitigation Measures developed with those Tribes requesting consultation have been incorporated in this IS/MND. Please refer to Mitigation Measures TCR-1 through TCR-3, below. These measures ensure that potential impacts to cultural resources and TCRs would remain at levels that would be less-than-significant.

Mitigation Measures

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall be defined as ground level or subsurface activity such as demolition of building slabs and foundation, grading, or excavation and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries

the AB 52 Native American Consultation process for this Project. A complete list of Tribes and Tribal representatives contacted as part of the AB52 consultation process is provided at IS/MND Appendix I.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the earlier of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

TCR-3: Procedures for Burials and Funerary Remains

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site,

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Based on the preceding, the potential for the Project to cause a substantial adverse change in the significance of a tribal cultural resource as defined at Public Resources Code 21074 would be less-than-significant as mitigated.

(ii)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	5, 29	☐	☒	☐	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

ii. Less-Than-Significant Impact With Mitigation. Please refer to discussion at Checklist Item 18a.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

(a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	25	☐	☐	☒	☐

a. Less-Than-Significant Impact. The Project would require only localized modification of area utilities and infrastructure systems. Impacts associated with localized improvement or alteration of infrastructure systems necessary to support the Project are consistent with, and are addressed within, the scope of other infrastructure impact analyses presented herein – these impacts are substantiated to be less-than-significant. The Project does not propose or require new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects.

Based on the preceding, the potential for the Project to require new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects would be less-than-significant.

(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	13, 25, 29	☐	☐	☒	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

b. Less-Than-Significant Impact. The Project uses are consistent with the range and types of site development anticipated under the City of Lakewood General Plan. Water demands under General Plan Buildout Conditions are reflected in the City of Lakewood 2020 Urban Water Management Plan (2020 UWMP). By extension, the Project water demands are accounted for in the 2020 UWMP. The 2020 UWMP substantiates that there are sufficient water supplies available to serve the City (including uses that would be implemented by the Project) and reasonably foreseeable future development during normal, dry, and multiple dry years. Based on the preceding, the potential for the Project to result in or be adversely affected by insufficient water supplies is considered less-than-significant.

(c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	25, 29	☐	☐	☒	☐

c. Less-Than-Significant Impact. The Project would generate additional demands for wastewater treatment services. The Project uses are consistent with development of the site anticipated under the General Plan and wastewater volumes generated by the Project are accounted for and reflected in current and programmed Los Angeles County Sanitation Districts (LACSD) Joint Water Pollution Control Plant wastewater treatment facilities planning. That is, LACSD wastewater treatment facilities construction and planning reflects development of the City pursuant to the City General Plan. Because the Project land uses and development intensities are consistent with the City General Plan, the Project's incremental wastewater treatment demands are reflected in current and planned LACSD wastewater treatment facilities improvements. The potential for the Project to exceed current or anticipated wastewater treatment capacities is therefore considered less-than-significant.

(d)	Generate solid waste in excess of State or local standards, or in excess of the capacity	25, 29	☐	☐	☒	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?					

d. Less-Than-Significant Impact. The Project site is currently served by commercial solid waste collection and disposal services. The Project would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations. The Project proposes conventional light industrial uses and would not generate volumes or types of waste not already considered and addressed under existing policies, regulations and infrastructure systems. On this basis, the potential for the Project to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals is considered less-than-significant.

(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	25, 29	☐	☐	☒	☐

e. Less-Than-Significant Impact. The City has implemented programs to ensure compliance with statewide solid waste source reduction and recycling strategies and targets. The Project would be required to comply with applicable City and state waste diversion and recycling mandates. Moreover, the Project would implement conventional light industrial uses and would not establish uses or activities that would conflict with or obstruct local, state and federal solid waste management regulations. All solid waste generated by the Project would be collected and disposed of as part of the City's municipal waste stream. In this latter regard, solid waste management services are provided throughout the City including collection and transfer of refuse, greenwaste, and bulky items. Recycling services are also provided. The potential for the Project to conflict with federal, state, and local management and reduction statutes and regulations related to solid waste is therefore considered less-than-significant.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	1, 25	☐	☐	☐	☒

a. No Impact. The City does not lie within a State or Federal Fire Responsibility Area. The City is not classified as a Very High Fire Hazard Severity Zone (VHFHSZ). The Project site and surrounding properties are urbanized. Wildland areas do not exist within or proximate to the Project site. Access to the developed Project would be provided consistent with Los Angeles County Fire Department requirements. There are no adopted emergency response plans or emergency evacuation plans that would be adversely affected by the Project. Additionally, the Project would implement fire hazard protection and suppression measures stipulated by the Fire Department through the Project Conditions of Approval.

Based on the preceding, the Project has no potential to substantially impair an adopted emergency response plan or emergency evacuation plan within a State or Federal Fire Responsibility Area, or within lands that are classified as very high fire hazard severity zones.

(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	1, 25	☐	☐	☐	☒

b. No Impact. The Project site is not located within a designated "High Fire Hazard" area. Nor is the Project site or vicinity properties classified as very high fire hazard severity zones. There are no prevailing conditions (slope, winds, and other factors) that would exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Additionally, the Project would implement fire hazard protection and suppression measures stipulated by the Los Angeles County Fire Department

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

through the Project Conditions of Approval. Based on the preceding, there is no potential to expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to location within or proximate to a State or Federal Fire Responsibility Area, or within lands that are classified as very high fire hazard severity zones.

(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	1, 25	☐	☐	☐	☒

c. No Impact. The Project site is not located within a designated "High Fire Hazard" area. Nor is the Project site or vicinity properties classified as very high fire hazard severity zones. The Project proposes conventional light industrial uses in an urbanized area of the City. The Project site abuts and is provided direct access to improved and maintained roadways. Access to the Project would be provided consistent with Los Angeles County Fire Department requirements. All utilities and services are currently available to the Project site. Potential Project impacts associated with localized infrastructure improvements and connections to utilities and services is addressed under relevant topical issues within this IS/MND. The Project does not propose or require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

Based on the preceding, the Project has no potential to require the installation or maintenance of associated infrastructure within a State or Federal Fire Responsibility Area, or within lands that are classified as very high fire hazard severity zones that may result in temporary or ongoing impacts to the environment.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	1, 25	☐	☐	☐	☒

d. No Impact. The Project site is not located within a designated "High Fire Hazard" area. Nor is the Project site or vicinity properties classified as very high fire hazard severity zones. The Project site is generally level without significant gradients. Adjacent properties evidence similar gradual slopes and do not evidence landslides or the potential to result in landslides. The Project site and surrounding properties do not lie within a designated flood hazard area.

The Project stormwater management concept maintains prevailing drainage patterns. These patterns would not be affected by wildfires or wildfire prevention/suppression measures. All Project stormwater management system improvements would be subject to City review and approval. Additionally, the Project would implement fire hazard protection and suppression measures stipulated by the Los Angeles County Fire Department through the Project Conditions of Approval.

Based on the preceding, the Project has no potential to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes within a State or Federal Fire Responsibility Area, or within lands that are classified as very high fire hazard severity zones.

21. MANDATORY FINDINGS OF SIGNIFICANCE:					
(a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate	IS/MND Findings Herein	☐	☒	☐	☐

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact
a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?					

a. Less-Than-Significant Impact With Mitigation. This IS/MND incorporates mitigation that reduces potential geology and soils (paleontological) impacts, potential hazards or hazardous materials impacts, and potential tribal cultural resources impacts to levels that would be less-than-significant. See: Mitigation Measures GEO-1, HAZ-1 through HAZ-4, TCR-1 through TCR-3. Under all other environmental topics, Project impacts would be less-than-significant; or the Project would have no impact. On this basis, with the application of mitigation, the potential for the Project to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory would be less-than-significant.

(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	IS/MND Findings Herein	☐	☒	☐	☐

b. Less-Than-Significant Impact With Mitigation. As substantiated herein, no significant or potentially significant unmitigable long-term environmental effects of the Project have been identified. Mitigation measures identified in this IS/MND reduce all potentially significant

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

impacts to levels that would be less-than-significant. See: Mitigation Measures GEO-1, HAZ-1 through HAZ-4, TCR-1 through TCR-3.

There are no known past, current, or probable future related projects that would interact with the Project and thereby result in cumulatively considerable impacts. The Project's mitigated impacts are therefore individually limited and are not cumulatively considerable. On this basis, with the application of mitigation, the Project would not result in impacts that are individually limited, but cumulatively considerable.

(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	IS/MND Findings Herein	☐	☒	☐	☐

c. Less-Than-Significant Impact With Mitigation. As substantiated herein, all Project environmental impacts would be less-than-significant or would be less-than-significant as mitigated. The Project would therefore not result in environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

23. SOURCES/REFERENCES CITED:

1. CAL FIRE-Fire Hazard Severity Zones Mapping: https://egis.fire.ca.gov/FHSZ/
2. California Code of Regulations, (CCR) Title 24, Part 6: Building Energy Efficiency Standards: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards
3. California Code of Regulations, (CCR) Title 24, Part 11: California Green Building Standards Code: https://www.hcd.ca.gov/building-standards/calgreen/index.shtml
4. *Connect SoCal, 2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy* (Southern California Association of Governments) November 4, 2021: https://scag.ca.gov/read-plan-adopted-final-plan
5. *Cultural Resources Assessment, SRG Lakewood Warehouse Project, City of Lakewood, Los Angeles County, California* (BCR Consulting LLC) February 10, 2022.
6. *Environmental Summary, North Airport Facility Divestment, The Boeing Company, Long Beach, California*, April 9, 2020.
7. Envirostor: https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29
8. Federal Aviation Regulations (FAR) Part 77: https://oeaaa.faa.gov/oeaaa/external/portal.jsp
9. *Final 2020 Integrated Energy Policy Report Update* (CEC) March 2021: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update
10. *Geotechnical Feasibility Study, Proposed Commercial/Industrial Development, SWC Cover Street and Heinemann Street Long Beach, California* (Southern California Geotechnical) August 4, 2020.
11. Lakewood Bikeway Systems Map: https://www.lakewoodcity.org/files/assets/public/about/documents/bikemaplakewood.pdf.
12. *Lakewood Municipal Code:* https://www.lakewoodcity.org/Building-Planning/Zoning-Planning-and-the-Municipal-Code

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

13. *Lakewood Urban Water Management Plan (2020):* https://www.lakewoodcity.org/Government/City-Documents/Urban-Water-Management-Plan
14. *Lakewood Zoning Map*: https://www.lakewoodcity.org/files/assets/public/about/documents/zoning-map.pdf
15. *Long Beach Airport, Airport Influence Area* (Los Angeles County Airport Land Use Commission) May 13, 2003: https://planning.lacounty.gov/assets/upl/project/aluc_airport-long-beach.pdf
16. Long Beach Transit Route Maps and Schedules: https://ridelbt.com/routes-and-services/
17. *Los Angeles County Airport Land Use Plan* (Los Angeles County Airport Land Use Commission) Revised December 1, 2004: https://planning.lacounty.gov/view/alup/
18. Los Angeles Metro Route Maps and Schedules: https://www.metro.net/riding/schedules/
19. *Master Environmental Assessment for the City of Lakewood* (City of Lakewood) June 2007.
20. *Pacific Pointe West, Air Quality Impact Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.
21. *Pacific Pointe West Energy Tables* (Urban Crossroads, Inc.) April 21, 2022.
22. *Pacific Pointe West, Greenhouse Gas Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 21, 2022.
23. *Pacific Pointe West, Mobile Source Health Risk Assessment, City of Lakewood* (Urban Crossroads, Inc.) April 20, 2022.
24. *Pacific Pointe West, Noise and Vibration Analysis, City of Lakewood* (Urban Crossroads, Inc.) April 18, 2022.
25. Pacific Pointe West Project Application Materials (DRA Architects) December 1, 2021.
26. *Pacific Pointe West, Traffic Analysis, City of Lakewood* (Urban Crossroads, Inc.) February 14, 2022.
27. *Pacific Pointe West, Vehicle Miles Traveled (VMT) Analysis* (Urban Crossroads, Inc.) February 25, 2022.
28. State of California Department of Conservation, Farmland Mapping & Monitoring Program & Williamson Act Program http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx
29. *The City of Lakewood Comprehensive General Plan Policy Document* (City of Lakewood) 1996.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation	Less-Than-Significant Impact	No Impact

24. ATTACHMENTS:

4.0 DETERMINATION

4.0 DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described previously have been added to the project. A NEGATIVE DECLARATION will be prepared.	☒
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on an earlier analysis as described on attached sheets. If the effect is a potentially significant impact or potentially significant unless mitigated an ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that need to be addressed.	☐
I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.	☐

City of Lakewood:

Signature: 

Printed Signature: Ross S. Geller for Paul Kuykendall, Senior Planner

Date: May 2, 2022

5.0 MITIGATION MONITORING PROGRAM

5.0 MITIGATION MONITORING PROGRAM

5.1 INTRODUCTION

To ensure that the mitigation measures contained in the MND are properly implemented, a monitoring program has been devised pursuant to State law. This Mitigation Monitoring Program (MMP) identifies measures incorporated into the Project which reduce its potential environmental effects; the entities responsible for implementation and monitoring of mitigation measures; and the appropriate timing for implementation of mitigation measures. As described at *CEQA* § 15097, this MMP employs reporting on, and monitoring of, Project mitigation measures.

The objectives of the MMP are to:

- Assign responsibility for, and ensure proper implementation of mitigation measures;
- Assign responsibility for, and provide for monitoring and reporting of compliance with mitigation measures; and
- Provide the mechanism to identify areas of noncompliance and need for enforcement action before irreversible environmental damage occurs.

Mitigation monitoring and reporting procedures incorporated into the Project are presented in the following Section 5.2. Specific mitigation measures incorporated into the Project, mitigation timing, and implementation and reporting/monitoring responsibilities are presented within this Section in Table 5-1.

5.2 MITIGATION MONITORING AND REPORTING

5.2.1 Mitigation Monitoring and Responsibilities

As the Lead Agency, the City of Lakewood is responsible for ensuring full compliance with the mitigation measures adopted for the proposed Project. The City will monitor and report on all construction-related and operational mitigation activities, and will require its contractors to implement this mitigation monitoring plan. Primary responsibility for compliance with Project mitigation measures, and reporting the progress of that compliance through the mitigation monitoring plan resides with the City. As notification to affected parties, all of the Mitigation Measures presented herein shall appear on all construction drawings and contract documents.

Any proposed substantive modifications to the mitigation measures presented herein will be reported immediately to any potentially affected agencies. Prior to their implementation, the City will ensure that any proposed substantive modification of the mitigation measures or procedures identified within this mitigation monitoring plan are first approved by any affected responsible agencies.

If, during the course of Project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City will immediately inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

Table 5-1
Pacific Pointe West Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
Geology and Soils					
GEO-1	*If potential paleontological resources (i.e., plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:* • *Assign a paleontological monitor, trained and equipped to allow the timely removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.* • *Should fossils be found within an area being cleared or graded, divert earth-*	Throughout ground-disturbing activities.	Construction contractor(s); Applicant.	City of Lakewood Community Development Department. Project Paleontologist (if applicable).	Throughout Project development activities or as otherwise determined appropriate by the City of Lakewood.

Table 5-1
Pacific Pointe West Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
	disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert construction and notify the monitor of the find. • *Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository facility.* • *Submit summary report to City of Lakewood. Transfer collected specimens with a copy of the report to the designated depository facility.*				
Hazards and Hazardous Materials					
HAZ-1	*Prior to any redevelopment activities, the Applicant shall prepare an "Environmental Infrastructure Avoidance Plan" intended to avoid conflict and damage to existing environmental infrastructure (e.g., wells, pipelines, treatment systems) and shall include as*	Avoidance Plan to be completed prior to issuance of the first development permit.	Applicant; contractors; Project Environmental Monitor.	City of Lakewood Community Development Department; Boeing Representative(s); Project	Avoidance Plan to be reviewed and approved by the City prior to issuance of the first development permit. Mitigation and monitoring shall also comply with all requirements per the *Environmental Summary, North Airport Facility Divestment, The Boeing Company,*

Table 5-1
Pacific Pointe West Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
	appropriate at a minimum the following requirements: • *A qualified Project Environmental Monitor shall be present onsite to oversee initial site development activities which may require hazards/hazardous conditions or remediation oversight. Such activities would include site-disturbing activities, or when construction activities are planned proximate to existing remediation infrastructure;* • *Periodic on-site meetings with all contractors, developers, and Boeing representatives to review the easements, constraints, and general coordination;* • *Stripe or demarcate environmental easements and features and add visual delineators to ensure the boundaries of such are clear to all workers; and* • *Install steel plating covers in critical areas.*	Coordination activities to occur throughout site development activities as conditions warrant. Various demarcation elements and critical area(s) protection to be implemented per direction of the Project Environmental Monitor throughout construction activities		Environmental Monitor.	*Long Beach, California* April 9, 2020 (IS/MND Appendix F). Coordination activities to occur throughout site development activities as conditions warrant. Mitigation and monitoring shall also comply with all requirements per the *Environmental Summary, North Airport Facility Divestment, The Boeing Company, Long Beach, California* April 9, 2020 (IS/MND Appendix F). Various demarcation elements and critical area(s) protection to be implemented per direction of the Project Environmental Monitor throughout construction activities. Mitigation and monitoring shall also comply with all requirements per the *Environmental Summary, North Airport Facility Divestment, The Boeing Company, Long Beach,*

Table 5-1
Pacific Pointe West Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
					California April 9, 2020 (IS/MND Appendix F).
HAZ-2	*The Applicant shall not construct new buildings or any other permanent infrastructure over or within recorded environmental easements without prior authorization from Boeing.*	Verify per Project site improvement plans prior to issuance of the first development permit.	Applicant; contractors; Project Environmental Monitor	City of Lakewood Community Development Department; Project Environmental Monitor.	City to verify avoidance of permanent infrastructure prior to issuance of the first development permit. Mitigation and monitoring shall also comply with all requirements per the *Environmental Summary, North Airport Facility Divestment, The Boeing Company, Long Beach, California* April 9, 2020 (IS/MND Appendix F).
HAZ-3	*The Applicant, developers, future owners and occupants shall adhere to ongoing requirements of the Cleanup and Abatement Order (CAO) (e.g., RWQCB-LA access and inspection rights) and groundwater monitoring and contingency plans.*	Throughout site development activities and over the life of the Project.	Applicant; contractors; Project Environmental Monitor, future tenants.	City of Lakewood Community Development Department; *RWQCB-LA;* Project Environmental Monitor	City and RWQCB-LA to monitor compliance with provisions of the CAO through Project development and over the life of the Project. Mitigation and monitoring shall also comply with all requirements per the *Environmental Summary, North Airport Facility Divestment, The Boeing Company, Long Beach, California* April 9, 2020 (IS/MND Appendix F).

Table 5-1
Pacific Pointe West Project
Mitigation Monitoring Program

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Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
HAZ-4	*The Applicant shall comply with all City of Lakewood and RWQCB-LA requirements for onsite reuse of crushed miscellaneous base (CMB) or stockpiled material as backfill material.*	Throughout site development activities.	Applicant; contractors; Project Environmental Monitor.	City of Lakewood Community Development Department; *RWQCB-LA;* Project Environmental Monitor	City and RWQCB-LA to monitor compliance requirements for onsite reuse of crushed miscellaneous base (CMB) or stockpiled material as backfill material throughout site development activities. Mitigation and monitoring shall also comply with all requirements per the *Environmental Summary, North Airport Facility Divestment, The Boeing Company, Long Beach, California* April 9, 2020 (IS/MND Appendix F).
Tribal Cultural Resources					
TCR-1:	***Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities***	Retainment of Native American Monitor shall be verified prior to any ground-disturbing activities.	Applicant/City of Lakewood; Native American Monitor	City of Lakewood Community Development Department; Native American Monitor	Throughout Project development activities or as otherwise determined appropriate by the City.
A.	*The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any*	On-going for the duration of site-disturbing activities.			

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	off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall be defined as ground level or subsurface activity such as demolition of building slabs and foundation, grading, or excavation and trenching.				
B.	*A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.*				
C.	*The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered*				

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	TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.				
	D. On-site tribal monitoring shall conclude upon the earlier of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.				
	E. Upon discovery of any TCRs, all construction activities in the immediate				

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	vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.				
TCR-2:	***Unanticipated Discovery of Human Remains and Associated Funerary Objects***	Throughout ground-disturbing activities.	Applicant; contractors; Native American Monitor	City of Lakewood Community Development Department; Native American Monitor	Throughout Project development activities or as otherwise determined appropriate by the City. Contractor and Native American Monitor to notify County Coroner of any discovery of human remains. County Coroner to make determination of origin and notify NAHC, if needed.
A.	*Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.*				
B.	*If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities*				

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	shall immediately cease. Health and Safety Code Section7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.				
	C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).				
	D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the				

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	project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)				
TCR-3:	***Procedures for Burials and Funerary Remains***	Throughout ground-disturbing activities.	Applicant; contractors; Native American Monitor.	City of Lakewood Community Development Department; Native American Monitor.	Throughout Project development activities or as otherwise determined appropriate by the City.
A.	*As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.*				
B.	*If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.*				
C.	*The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of*				

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	the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.				
	D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.				
	E. In the event preservation in place is not possible despite good faith efforts by the				

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	project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.				
F.	*Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.*				
G.	*The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a*				

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	minimum) detailed descriptive notes and sketches. All data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.				